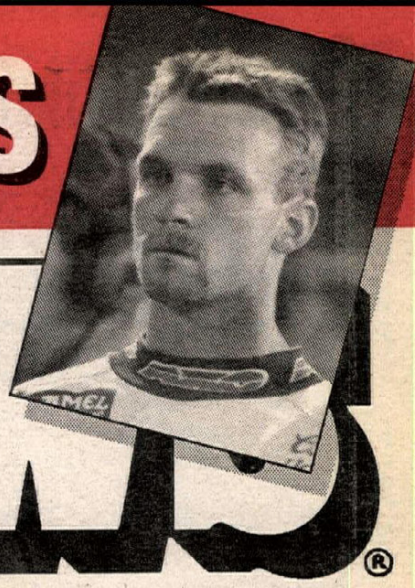


BRADSHAW CALLS IT QUILTS

CYCLE NEWS®



America's weekly motorcycle newspaper

October 6, 1993: Number 39

(outside the U.S. \$2.75) \$2.00

- Sacramento Mile
- W. Virginia Nat'l Cross Country
- Tonopah 300
- Steamboat Springs Vintage Festival



Scott Summers

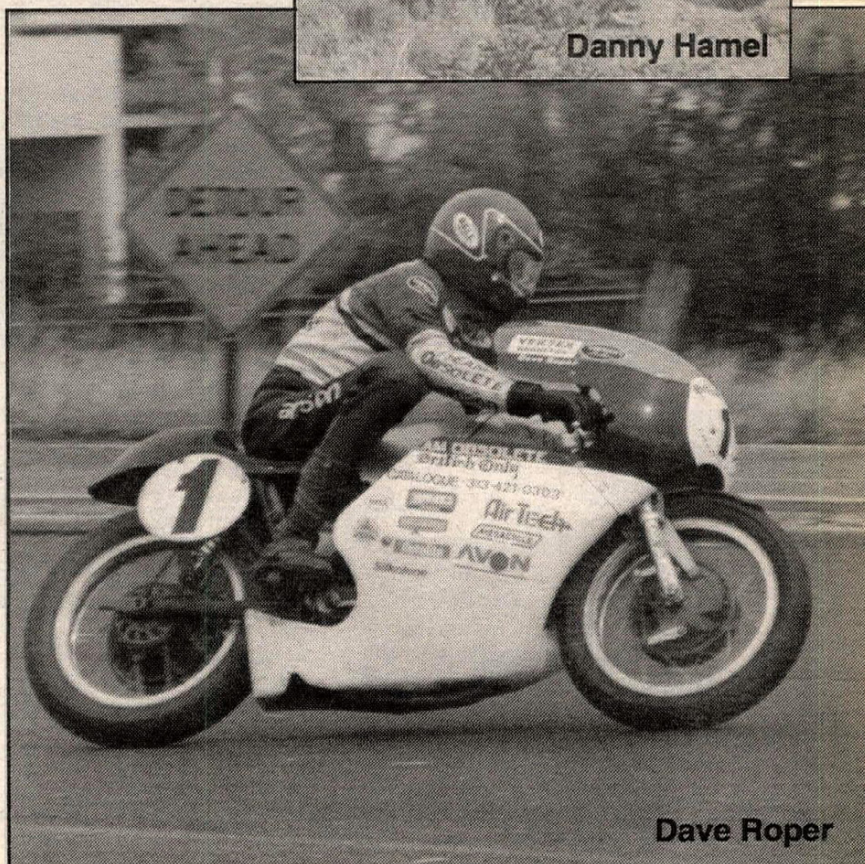
**Toland wins
World Endurance
C'ship at Bol d'Or**



Danny Hamel



Scott Parker/Chris Carr/Ted Taylor



Dave Roper

IN THE WIND

By Papa Wealey

New Zealander **Aaron Slight** (Kaw) and Italian **Giancarlo Falappa** (Duc) split race wins in the 11th round of the World Championship Superbike Series in Monza, Italy, September 26. Slight beat his teammate **Scott Russell** (Kaw) and **Fabrizio Pirovano** (Yam) in the first leg, with Falappa topping Slight and Pirovano in the second race. Russell, who turned in a 2-5 tally, continues to lead **Carl Fogarty** (Duc) in the championship point standings, 321.5-312.5. Fogarty finished the day with two fourth-place finishes.

Ted Wilkins (Rtx) and **Lou Gerencer Jr.** (H-D) earned wins in the 540 and 800cc classes, respectively, at the White Rose M.C. National Championship Hillclimb in Jefferson, Pennsylvania, September 26. **Paul Pinsonnault** (Hon) was the runner-up in the 540cc class, with **Steve Dresser** (Suz), **Scott Everett** (Tri) and **Ernie Pellin** (Hon) completing the top five. In the 800cc division, **Tom Reiser** (H-D), was second ahead of **Tim Frazier** (BSA), **Greg Williams** (Hon) and **Glendal Petty Jr.** (Tri). With one round remaining in the points races, Pinsonnault leads Everett by three points in the 540cc class, and Reiser leads Gerencer Jr. by three points in the 800cc division.

Mike LaRocco (Kaw) and **Barry Carsten** (Suz) were the big winners at the opening round of the AMA Dirt Shirts Fall Classic Motocross Series at Red Bud Track 'N' Trail in Buchanan, Michigan, September 26. LaRocco, who recently earned the AMA 500cc National MX Championship title, won both 250/Open class motos, while **Todd DeHoop** (Hon) finished second overall with 3-2 moto finishes. Rounding out the top five were **Greg Bowen** (Yam), **David Gaylord** (Kaw) and Carsten. Carsten came back and won the 125cc class via 2-1 moto finishes. Gaylord finished second overall with 3-2 scores, and DeHoop, **Anthony Pocarobba** (Suz) and **John Kitsch** (Suz) filled the top five.

Rothmans Honda's **Mick Doohan** was released from a San Francisco hospital on Friday, September 24, a week after corrective surgery on his right leg. Since the operation, an external fixation of carbon fiber and metal has been fitted to Doohan's leg between the knee and foot. The small bone in the back of his leg had to be re-broken and three rings were fitted between the knee and ankle. They are connected by a series of rods and clamps and Doohan tightens the clamps one-quarter turn, four times a day, straightening his leg by a millimeter every day. "The bottom ring, on his ankle, is out of line," Doohan's crew chief **Jeremy Burgess** said at the FIM Grand Prix at Jarama on September 26. "The purpose is to align the third ring to the other two that are straight. He'll be X-rayed every 10 days and he's not putting any stress on the bone." It is expected that Doohan's leg will be straightened within a month. Until the leg is straight, his doctors don't want him putting any weight on it. "My doctors have informed me that the operation was a success and I'm not feeling any pain," Doohan said. "At first I thought I might need a bone graft, but that wasn't necessary. The tibia and fibula of the leg were cut to allow the leg to be straightened and lengthened. I expect to be discharged from the hospital next week and then I'll be staying here for another couple of months for follow-up treatment." Doohan will be staying in the Bay Area while rehabilitating his leg. "It could take up to three months," Burgess said. "If he could make a mid-December test it will be all

right. We don't want to take any short cuts this time." An expedited recuperation from the injury Doohan originally suffered in last June's Dutch TT has been blamed for the bowing of Doohan's leg. The right shoulder that Doohan broke at the U.S. GP will not need surgery.

Asked at the FIM Grand Prix what his plans are for 1994, Cagiva's **John Kocinski** said: "Right now, I'm not sure. I'm thinking about the race tomorrow. I'll just let Dave Stevenson (Kocinski's manager) take care of everything and see what he brings me." At one time during the weekend the possibility of Kocinski testing the Marlboro Honda Pons NSR500 existed, but it was squashed after the races ended. "I don't want to know anything until after the last GP, is what John told me," Stevenson said. "He honestly doesn't know anything. I have a menu with three options to choose from and he won't see them until after the GP. After the race we'll talk seriously for the first time. I expect to have an answer in the next two weeks." Cagiva had said they'd like an answer within 10 days. Stevenson said that Cagiva was one of the options, though he wouldn't name the other two. "Cagiva is very happy. There's a good relationship there. But I wouldn't be doing my job if I didn't look elsewhere." Kocinski has been offered a ride on one of the works HB Honda NSR250s, but Stevenson said, "John told me not even to look at the 250 deals. Not after the bad experience he had this year in the 250 class."

World Champion **Kevin Schwantz** will attend the 500cc race at Sugo, Japan the second weekend in October, though only as a spectator. On October 5 he will enter a Los Angeles hospital for surgery to correct the carpal tunnel syndrome in his right hand. He has had a similar operation on his left hand, though it was done with a speedy return to the track in mind. This operation, though similar, allows for a more extended convalescence. Following the operation he will leave for Sugo, then will visit the Suzuki factory in Hamamatsu following the race.

Kenny Roberts Jr. was a spectator at the FIM Grand Prix in Jarama, but he'll be busy the following weekend. On Saturday he'll take part in a round of the Ducados Open on the Catalunya circuit near Barcelona, then race in the Superprestigio on the same track on Sunday. After Barcelona, there are two rounds remaining in the Ducados Open series and Roberts Jr. currently lies second behind Spaniard **Luis D'Antin**. As for what he'll be doing next year, Roberts said, "I think GP's. That stuff's always up in the air. For me, just looking at it, this has been a pretty weird year for everybody. I just want to ride GPs and try to win races. I should know something in a couple of weeks." Rumors of Yamaha pulling out of the 250 class have spawned another class of rumors linking Roberts Jr. with various other teams, including Telkor, which would switch back to Aprilia if Yamaha pulled out, and Pileri Honda.

Among the riders Roberts Jr. will face in the Superprestigio is Jarama 500cc GP winner **Alex Barros**. The Brazilian, who raced 250s for a number of years before moving up to the 500cc class in 1990, will race the Lucky Strike Suzuki for the first time.

Recently crowned Grand National Champion **Ricky Graham** will compete in the October 6-7 AMA/CCS Race of

Bradshaw calls it quits

Team Yamaha motocross rider **Damon Bradshaw** (right) has announced that he will stop racing motorcycles for an indefinite period of time.

Bradshaw was hired by the Yamaha factory in 1989 following a stellar amateur career. The 16-year-old Bradshaw immediately won the 125cc Eastern Regional Supercross Championship, but it was the only major title that he would win. Bradshaw held the 1992 Camel Supercross Series points lead heading into the final round at the Los Angeles Coliseum, but faltered there and finished fifth, handing the championship to Honda's **Jeff Stanton**.

Still, Bradshaw signed a five-year contract reportedly worth more than \$2 million after the '92 season. This year, amid rumors that he was being adversely affected by everything from a knee injury, to personal troubles, the Mooresville, North Carolina, resident had a disappointing year. The 21-year-old won only two Camel Supercross rounds and one National MX in '93, and finished fourth and ninth in the two series, respectively.

In a press release issued by Yamaha, Bradshaw said that for personal reasons he can no longer give 110% of his effort to racing, and to give anything less would cheat his fans and sponsors.

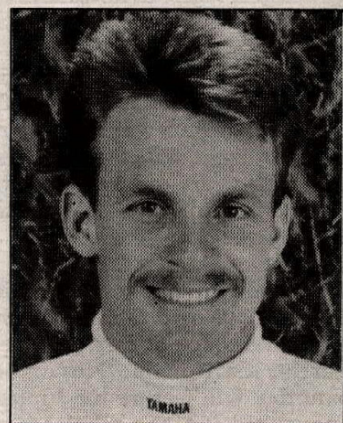
"I'll be back when I feel I can earn my paycheck and not one second before," Bradshaw said in the release.

"I know this is the toughest decision of Damon's life," said Yamaha race team manager **Keith McCarty**. "I have always had a lot of admiration for Damon, but I really respect the way he faced his feelings and did what he thought was best. We will miss his dynamic personality around the pits and his presence on the race track."

Bradshaw's first 250cc supercross win came at Anaheim Stadium in January of 1990, and he went on to amass 19 wins throughout his five-year professional career. He won a record nine supercross rounds in '92, a mark that was broken just one year later by Honda's **Jeremy McGrath**. Bradshaw also won five 125cc National MX rounds and five 250cc rounds throughout his career.

Bradshaw's departure frees up at least one slot and a substantial amount of money on the Yamaha squad, as '92 125cc National MX Champion **Jeff Emig** is the only team rider with another year left on his contract and **Doug Dubach** is not expected to be resigned. Most of the top riders have already signed deals, but 500cc National Champion **Mike LaRocco**, a member of Team Kawasaki in '93, is still available. A former Team Yamaha rider, LaRocco would be an obvious rider for Yamaha to pursue, but most believe that LaRocco will renew his contract with Kawasaki.

McCarty also said that Yamaha is looking at various possibilities and will announce the 1994 team at a later date.



Champions at Daytona International Speedway, aboard a **Two Brothers Racing** Honda CBR600. "I'm planning on attacking that race with the same intensity that I carried throughout the Grand National Championship Series," said **Graham**. "I've always wished that I had tried road racing earlier in my career when I had the chance, and I don't want to pass it up again." Graham also hinted that his ride at Daytona could be a preview of things to come in 1994. "With the absence of series sponsorship in dirt track and the lack of a major sponsor for our race team, there's not much to be had on the dirt anymore," Graham said. "It would be hard for me to get as pumped next year to race dirt track again unless a big sponsor came along."

When asked what number he will pick for the 1994 AMA Grand National Championship Series now that he has surrendered the right to carry the number one plate to **Ricky Graham**, Team Harley-Davidson's **Chris Carr** smiled, crossed his arms and replied, "I'm not sayin'. The series isn't over yet and it's not time to decide that. Everyone expects me to pick number four because that was my rookie number, but I might just surprise everyone and grab another."

Dallas Half Mile winner **Will Davis** announced that there will be an addition to the A&R Racing team in 1994. "My wife Rhonda and I are expecting a baby in the early part of June," said Davis at the September 24 Sacramento Mile. "We were getting ready to plan it out, but this is a bit of a surprise." When asked if he thought fatherhood might slow him down, Davis chuckled and said, "Heck no, because now I'll have to feed it!"

After 19 years on the AMA Grand National Championship Series circuit, Texan **Terry Poovey** has decided to hang up his leathers. "After Pomona, that's it," said Poovey at the Sacramento Mile. "It's become so much work for so little money lately, and I feel that it's time to spend some time with my family."

Speaking of retirement, three-time Grand National Champion and 40-time National winner **Jay Springsteen** announced that he will not retire for at least one more season. "Bill Bartels and I are supposed to have a meeting after Pomona," said Springsteen. "Hell, I'm still having a blast, and I don't see any reason to hang it up yet."

Race promoter **Chris Agajanian** reports that the Del Mar Fairgrounds in Del Mar, California, will host a round of the AMA Grand National Championship Series in 1994. "We tried to get a National in there this year, but things fell through for a number of reasons," said Agajanian at the Sacramento Mile. "Then a few weeks ago, the fairgrounds contacted me again and said that they wanted to host a race next year." According to Agajanian, the Del Mar Mile will be held October 16, in conjunction with the October 15 Concours d'Elegance Motorcycle Show. "I was a bit nervous about promoting the race, but being paired up with the motorcycle show will help with the spectator turnout," Agajanian said.

Before the start of the Sacramento Mile race program, recently crowned Grand National Champion **Ricky Graham** appeared much more relaxed and at ease than he had prior to clinching the

championship. "I feel like I'm on vacation or something," said Graham. "I usually get a little nervous and psyched up before a race, but nowadays I'm pretty relaxed."

Racing Enterprises will host its first-ever **Southern California Veteran's Cup MX** at Carlsbad Raceway, October 3. The Sunday event will feature classes for riders 25-years-old and up. For more information contact Racing Enterprises at 619/484-1441.

The 1993 running of the **White Bros Veteran's World Championship MX** will take place at Perris Raceway in Perris, California, November 6-7. Saturday will feature the Vintage Iron-sponsored vintage bike race and the Team Dual Dogs-sponsored dual sport bike race, while Pro class action will take place on Sunday. Free overnight camping will be available at the track. For more information, call Perris Raceway at 909/371-3434 or White Bros at 714/692-3404.

Malcolm Smith Motorsports will celebrate its 25th anniversary on October 9 by offering three free seminars at their facility in Riverside, California. Running hourly from 10:00 a.m. to 12:00 p.m., the three seminars will include the following topics: Pro suspension tips; Malcolm Smith trail tips; and a session with **Bob Hannah**. Former Supercross Champion **Mike Bell** will also be on hand during the day. For more information call David Rees at 909/687-1300.

Race West Productions held a press conference on Wednesday, September 22 to officially introduce the **L.A. Superbike Championship**, scheduled to run as the third round of the 1994 AMA National Championship Road Race Series at the Los Angeles County Fairplex in Pomona, California, April 8-10. The event will be held on a temporary, 2.1-mile race track in the Fairplex parking lot and will feature Superbike, 250cc Grand Prix, 600 and 750cc Supersport,

Harley-Davidson TwinSport and endurance racing. "Motorcycle road racing has been sorely missed in this area," Bill Marcel of Race West Productions said. "We are really excited about being able to bring it back. We plan to make this an annual event and look forward to producing the best two-wheeled spectacular ever witnessed by southern California race fans." The last AMA National Championship Road Race to be held in southern California was at Willow Springs International Raceway in 1990; the race was won by **Randy Renfrow**.

Newly crowned 500cc World Champion **Kevin Schwantz** is the third nominee for the 1993 AMA MotoWorld Athlete of the Year award. The Texan won four 500cc GPs in 1993 en route to his first World Championship. Schwantz joins AMA Camel Supercross Champion **Jeremy McGrath** and World Speedway Champion **Sam Ermolenko** as nominees for the award which will be presented at the AMA Pro Awards Banquet on November 20 in Long Beach, California. Banquet reservations are available for \$60 each from: AMA Awards Banquet, Attn: Connie Fleming, P.O. Box 6114, Westerville, OH 43081-6114.

Is a one half-hour MotoWorld show not enough to satisfy your weekly motorcycle television fix? Help is on the way in the form of **MW2** (short for MotoWorld 2), a new bi-weekly program that will soon be airing on ESPN's new channel, ESPN 2. The show will be aimed at a younger viewing audience than MotoWorld, and will be hosted by eccentric helmet painter and radical industry personality, Jerry Bernardo. The first program is scheduled to air on Tuesday, October 5, at 11:30 p.m. Eastern Standard time, with a West coast repeat show to be aired at a yet-to-be-decided prime time hour.

Krause Racing, the manufacturer of **Sidewinder** motorcycle sprockets and chains, will be offering sponsorship

Barros wins his first, Harada crowned in FIM Grand Prix

After four years of trying, Brazilian Alex Barros (right) finally won a 500cc Grand Prix, his victory coming in the final round of the World Championship Road Race Series in Jarama, Spain, September 26. The Lucky Strike Suzuki rider became the first Brazilian to ever win a 500cc GP, moving into position to pick up the pieces as three of the top four riders crashed out of the race.



Fast qualifier John Kocinski and Shinichi Itoh were the first to go as Itoh crashed his Rothmans Honda right in front of Kocinski as the pair battled for the lead. Kocinski, on the factory Cagiva, ended up running over the rider from Japan, and went down. Though both escaped without injury, neither were able to finish the race. Ten laps from the finish, another of the leaders was eliminated when Italian Luca Cadalora crashed his Marlboro Yamaha.

That left Barros some five seconds clear of Rothmans Honda's Daryl Beattie at the finish line. Third place went to recently-crowned World Champion Kevin Schwantz on the Lucky Strike Suzuki, with Marlboro Honda's Alex Criville and Cagiva's Doug Chandler rounding out the top five finishers.

The final point standings in the 500cc World Championship are as follows: Schwantz (248), Wayne Rainey (214), Daryl Beattie (176), Michael Doohan (156) and Cadalora (145).

With the 500cc World Championship already decided, attention in Jarama shifted to the battle for the 250cc World Championship. In the first race of the day, Japan's Tetsuya Harada won the 250cc Grand Prix, becoming the first Japanese rider to win a World Championship since Takazumi Katayama won the 350cc crown in 1977.

The Telkor-Yamaha rider started the race 10 points behind championship leader Loris Capirossi on the Marlboro Honda, but Capirossi ran off the track on the 22nd lap and slipped to fourth before finishing an eventual fifth. Harada went on to win the race, taking the championship by only four points over Capirossi, 197-193, after 14 rounds.

Finishing 1.2 seconds behind Harada was Italian Loris Reggiani on the Chesterfield Aprilia. Italian Max Biaggi finished third on the Rothmans Honda with Ducados Honda's Alberto Puig and Capirossi rounding out the top five finishers.

The 125cc World Championship went to German Dirk Raudies, who rode conservatively to finish eighth. The race win went to fellow German Ralf Waldmann on the Marlboro Aprilia over the Hondas of Takeshi Tsujimura and Kazuto Sakata. In the final standings, Raudies topped Sakata, 280-266, with Tsujimura third with 177 points.

packages of all levels for the 1994 race season. Send resumes to Krause Racing, Attn: Factory Support Dept., 3705 Stern Ave., St. Charles, IL 60174.

Four-time AMA National Hare & Hound Champion and 1992 SCORE Baja 1000 winner **Danny Hamel** will act as guest guide for the December 9 running of Chris Haines' Baja Off-Road Tour in Baja California, Mexico. If you're interested in spending a couple of days trail riding with Hamel, contact Baja Off-Road Tours at 714/830-6569.

The Lodi M.C.-promoted **100cc Four-Stroke Nationals** at Lodi Cycle Bowl in Lodi, California, has been **rescheduled** for October 16.

Laurie Davis LaPlant, 29, the wife of Torco marketing representative **Gary LaPlant** died Thursday, September 23 at her parents home in Danville, California, after a long bout with cancer.

MARRIED: Paul Butler, chief executive officer of International Racing Teams Association (IRTA), to Vicky Mockett on Monday, September 13 in Reno, Nevada.

MOVED: N-Style, the number and decal company owned by Rob Healy, to 27811 Avenue Hopkins, Suite 2, Valencia, CA 91355, 805/294-1118, FAX 805/294-9292.

NAMED: Rich Walsh as international sales manager/purchasing director, Kurt Menslage as national sales manager, Steve Werbelow as purchasing manager/director warehouse operations,

and Val Pompa as warehouse manager, by O'Neal USA.

MOVED: Engines Only, the 100cc four-stroke modification company owned by Frank Nye, to 165 Cristich Ln., Campbell, CA 95008, 408/371-6871, FAX 408/371-9383.

BORN: Molly Elizabeth Fraser, to RACE event director Colin Fraser and his wife Marianne, on September 22 in Toronto, Canada. Marianne Fraser is a former WERA 125cc National Champion.

PURCHASED: California Cycleworks, a full service motorcycle repair and accessory shop in San Diego, California, by road racers Bruce Batson and Mark Roberts. For more information call 619/464-4286.

STOLEN: Two Honda XR250s from a storage building in Charlotte, North Carolina. Chris Walton, the owner of the 1990 (VIN #JH2ME0608LK600324) and 1986 model XRs (VIN #JH2ME0600GK203759), is offering a \$500 reward for information leading to the recovery of the two motorcycles. For further information write Walton at 7732 Waterford Lakes Dr., #1635, Charlotte, NC 28210 or phone 704/552-7774.

BORN: Amy Elisa Gleckl, to Mark Gleckl Productions' Mark and Maria Gleckl on September 15, in Laguna Hills, California.

BORN: Robbie Sassaman, to former dirt tracker Eric Sassaman and his wife Lucinda on September 11, in Schwenksville, Pennsylvania. **cn**

Carruthers named editor

Cycle News, Inc., publisher Mike Klinger and president Sharon Clayton have announced that effective September 22, Paul Carruthers (right) has taken over as editor of Cycle News, Inc. Carruthers, who is in his eighth year as associate editor of the newspaper, begins his tenure with this issue. Carruthers will continue in his role as Senior Editor of Personal Watercraft Illustrated and Motorcycle Road Racer Illustrated and will also edit the 1994 AMA Supercross Souvenir Yearbook.

For the past eight years, Carruthers has covered nearly every facet of motorcycle racing for *Cycle News* while concentrating his efforts on the AMA National Championship Road Race Series. In addition, Carruthers produced the first issue of Personal Watercraft Illustrated in 1987 and has worked on every issue since. In 1988, CN Publishing began publishing Motorcycle Road Racer Illustrated with Carruthers as its editor, and together they have produced the last four Motorcycle Road Racer Illustrated Yearbooks.

The 32-year-old began his journalism career in 1985 as a sports writer for North Coast Publishing in Encinitas, California, after completing his education at San Diego State University in San Diego, California. He was hired by *Cycle News* in June of 1986.

Carruthers, who was born in Sydney, Australia, has an extensive background in motorcycle racing. As a youngster he traveled through Europe with his parents and older sister as his father, Kel, worked towards winning a road race World Championship. After winning the 250cc World Championship, the senior Carruthers moved his family to San Diego in 1971 and began racing in the AMA National Championship series. Paul has been an active participant in motorcycling ever since.

Paul and his wife Joni have two children, Karly, 4, and Kyle, 21 months.

"I'm excited with the prospect of leading *Cycle News* into its 30th year and beyond," said Carruthers. "I've been preparing myself for this opportunity for a long time. I plan to carry on the tradition and progress of this newspaper, and I'm thankful that Sharon Clayton and Mike Klinger have enough faith in me to give me this opportunity."

Carruthers replaces Jack Mangus, who was relieved of his duties due to differences in management procedures.



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A potpourri of winners. Clockwise from top left desert racer Danny Hamel; off-road ace Scott Summers; vintage road racer Dave Roper; and dirt trackers Scott Parker, Chris Carr and Ted Taylor. Photos by Tom Van Beveran, Davey Coombs, Matt Benson and Greg Newgard.

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CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXX

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Michael Klingler, Publisher

Editorial

Paul Carruthers, Editor
Kit Palmer, Associate Editor
Donn Maeda, Associate Editor
Chris Jonnum, Associate Editor
Scott Rousseau, Assistant Editor

Graphics and Production

Ree Johnson, Production Supervisor
Mandy Loo, Production Manager
Dennis Greene, Lab. Tech.
Stacey Guest, Graphic Artist
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Administration

Judy Klinger, Coordinator
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Want Ads

Kelly Branscome, Want Ad Sales

Accounting/Data Processing

Donna Bryan-Diamond, A/R Coordinator
Geneva Repass, Assistant
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Advertising

Terry Pratt, National Accounts Manager
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Marketing & Promotion

Mark Thome, Manager

Dealer Sales

Toni Kerr, Dealer Representative

Circulation

Rheba Smith, Manager
Alma Anguiano, Processing Coordinator
Debbie Weller, Dealer Coordinator
Pam Klein, Assistant

Service and Support

Chris Aitcheson, Headquarters Receptionist
Leonard Herring, Service and Support

National Headquarters

2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office

4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

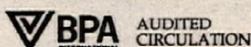
Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for \$50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), \$50.00; two years (100 issues), \$95.00; six months, (25 issues), \$26.00; trial sub (15 issues), \$19.00. Canada and Foreign, one year (50 issues), \$90.00; two years (100 issues), \$175.00; six months (25 issues), \$45.00; trial sub (15 issues), \$38.00.

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Printed in U.S.A.

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VOICES Letters to the editor

Sore butt

Having just completed the 1993 Iron Butt Rally (11,000 miles around the United States in 11 days), I feel like I've discovered a great secret: it's the greatest ride on earth!

I'd like to thank everyone who made the rally possible, including Rallymaster Michael Kneebone and all of the Iron Butt veterans who graciously helped any and all of us rookies. Certainly each of the dealers volunteering to be rally checkpoints deserve special thanks, including Touring Specialties in Mansfield, Texas; Brown Motor Works in Pomona, California; Jim Plunkett's Tyre & Supply in Spokane, Washington; Nichols Motorcycle Supply in Alsip, Illinois; Reynolds Sportscenter in Gorham, Maine; and BMW of Daytona in Daytona Beach, Florida.

Supporting my effort were Metzeler Tires and my local dealer, Leighton Cycle of Lee, New Hampshire. For obvious reasons, I'd like to give them all a "standing" ovation.

Jack Savage
Portsmouth, NH

Supercross-less in Seattle

Well, here I am up in the Northwest, left all alone in 1994 with no supercross in the Seattle Kingdome. My life now has a hole in it. The Camel Supercross is gone because our representatives said there was to be no more cigarette advertising in the Kingdome. Before my friends and I burn down the Kingdome, do you have any suggestions that might bring supercross back to Seattle?

Hey, we do have the world's largest wooden-framed dome down in Tacoma, Washington.

Bart Widman
Pt. Angeles, WA

About all you can do is write or phone your King County, Washington, representatives and voice your displeasure regarding the tobacco ban...Editor.

Did you like it?

I am the president of First Auto Sports Television, the company which has brought 40 hours of AMA road racing, AMA motocross racing, WERA Pro Series racing and World Grand Prix racing to Prime Network and ESPN in 1993.

We are currently making our 1994 plans and would like to hear from the readers of Cycle News about our coverage of each of these racing bodies. Specifically, we would like to know readers' reaction to our live coverage of the U.S. GP at Laguna Seca Raceway on Prime Network. Letters from readers will influence our decisions for our 1994 motorcycle racing coverage.

Daniel T. Murphy
Denver, CO

Letters can be sent to Murphy at Fast Auto Sports Television, 1625 Broadway, Suite 550, Denver, CO 80202. Let him know what you think...Editor.

Loved it, but...

I loved reading your coverage of the 1993 U.S. GP in the September 22 issue. It was very informative, but I did see one small error in the Jon Cornwell and Chris D'Aluisio 125cc GP sidebar story.

You wrote that "He (Cornwell) was being chopped and diced by the best quarter-liter riders in the world and there was nothing he could do about it." Unless he was out there racing against

the 250cc machines, it should have read "eighth-liter riders." It's hard to imagine those little machines running 1:33 lap times around Laguna Seca. The 125cc class blew my mind. I hope they'll be back.

Jina Seely
Redding, CA

Jina, you're correct. We goofed...Editor.

Where's the calamari?

After getting back from a vacation that included the U.S. GP at Laguna Seca, I wanted to say that this year's GP was the best I've ever been to. From moving the concessions to a bigger area, to an excellent program, to the great aerobic demonstrations between the events, to the mail-order souvenirs, it was a great effort. Even the police were more polite this year than in previous visits. A lot of thinking went into making the place more user friendly.

The only thing I missed were the calamari stands. Where were they?

The racing was great, and the addition of the 125s to the program was great. The only cloud over the event was the absence of Wayne Rainey. I hope and pray that he pulls out of this one.

In conclusion, I hope that Kenny Roberts did well enough to do a GP again and I hope that he is even more successful (more people) next year. With the show that was put on this year, the GP should be even bigger next year.

Dick Winningstad
Beaverton, OR

Ricky don't lose that number

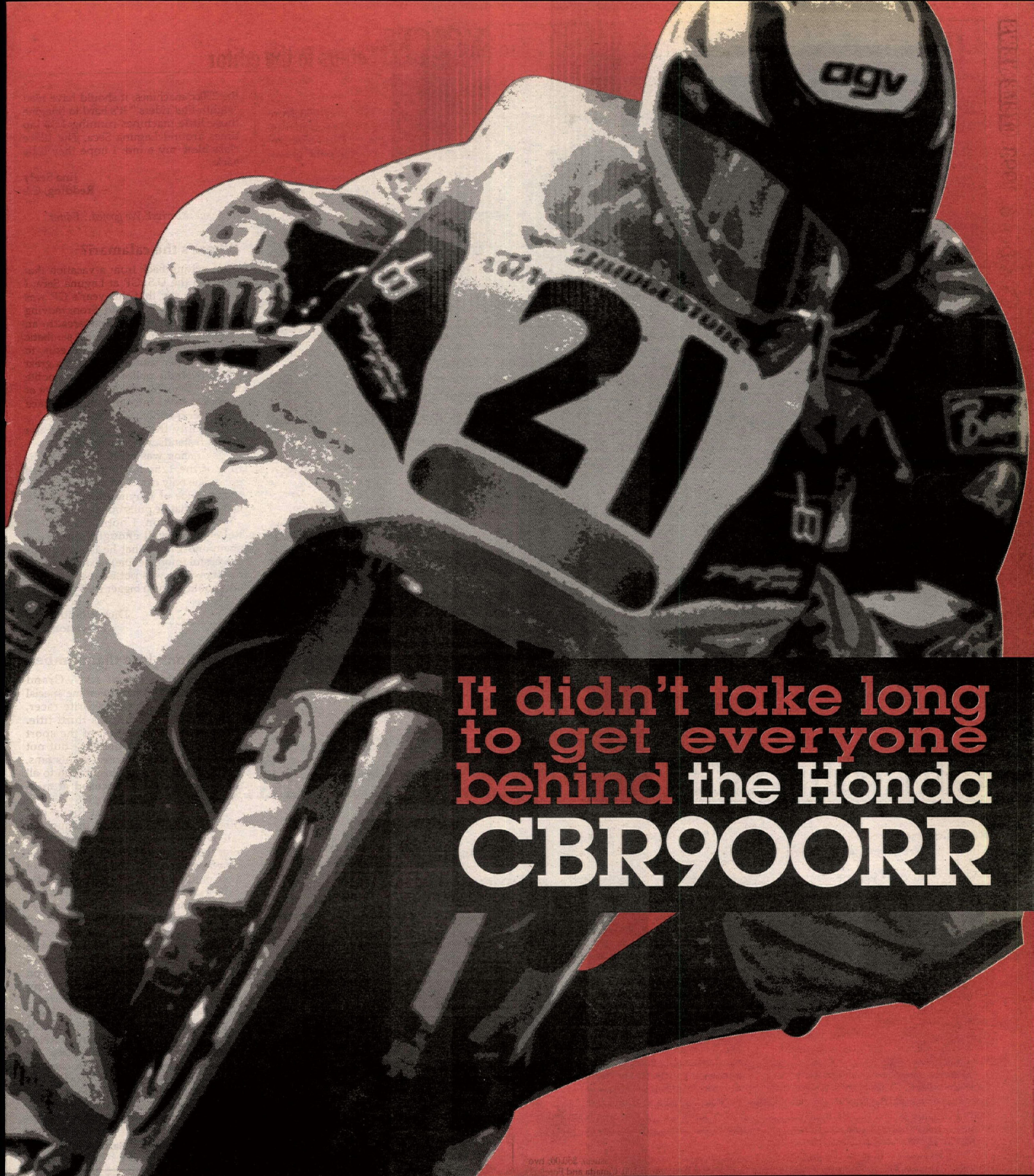
As a long-time fan of AMA Grand National racing, it has given me special satisfaction to see my favorite racer, Ricky Graham, secure his third title. Ricky's total domination of the sport this year has been a delight - but not really much of a surprise - to his fans, and he has been a real inspiration to all of us trying to keep focused at mid-career.

The way I learned that Ricky had clinched the 1993 title was unique and satisfying. On September 8 (two days after the Springfield Mile) I was beating my way west on I-80 somewhere west of the Continental Divide, on the next-to-last leg of a cross-country putt. My vacation was nearly over, and I began to think again about the real world as I left it on August 18. It occurred to me that having been on the road for three weeks, I hadn't heard any race news since Peoria. About that time I closed on what appeared to be a motor racing transporter ahead. As I drew nearer, I noted that it said "Undo" on the back. Could it be? Sure enough it was RG's rig, and propped up in the driver's side window was the Number One plate.

Hey, Ricky, that was me on the Yamaha twin who passed you back in Wyoming, giving you the thumbs up. Congrats on the three-peat, champ!

Jim Roth
San Francisco, CA

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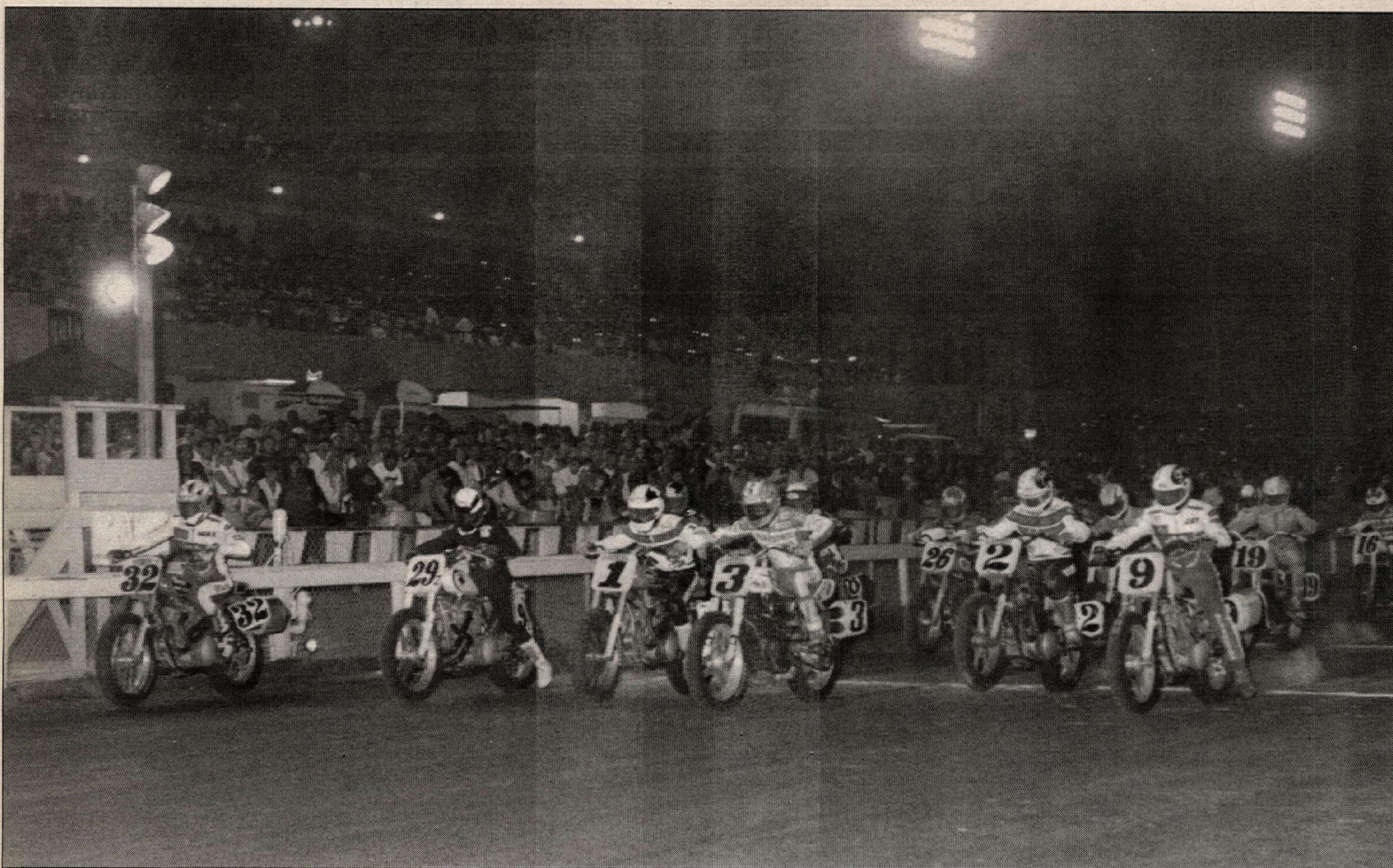
It didn't take long
to get everyone
behind the Honda
CBR900RR

In fact, it took Two Brothers Racing just 11 rounds of the EBC Endurance Challenge Series. But they didn't only clinch the national title early, they also broke the competition's seven-year winning streak. And to think, they did it all on a motorcycle that was still in its first full year of production. Obviously, Two Brothers Racing was overwhelmed by the CBR® 900RR. So was the competition.



DIRT TRACK

AMA Grand National Championship Series: Round 20



Mike Hale (32) got the jump on Ted Taylor (29Z), Chris Carr (1), Ricky Graham (3), Scott Parker (2) and Jay Springsteen (9) at the start of the 25-lap National.

Carr wins, Graham breaks at Sacramento Mile

By Donn Maeda
Photos by Greg Newgard

SACRAMENTO, CA, SEPT. 25

The fat lady may have sung to Chris Carr when Ricky Graham clinched the 1993 Grand National Championship at the Springfield Mile, but that hasn't taken any drive from the 1992 champ.

"Hey, I may not be able to catch Ricky in the point standings, but the series isn't over yet and there are still races to be won," said Carr, who emerged the victor at the Sacramento Mile after a late-race battle of wits with four-time Grand National Champion Scott Parker.

Thanks to a faulty ignition in Graham's Team Undo Honda RS750, the two factory Harley-Davidson pilots were left alone at the front of the pack to enjoy - for what seems like the first time this year - one of their classic runaway battles for the lead. In the early stages of the race, the 16,289 spectators on hand at the Chris Agajanian Presents-promoted event sat on the edges of their seats in anticipation of a "home rider" battle for the win. Carr, who lives in nearby Valley Springs, assumed the lead on the opening lap while Salinas resident Graham sliced through the pack after a mediocre start and quickly reeled in the leader. It was not to be, however, as Graham's bike began to sputter on the seventh lap and sent him flailing back to an eventual ninth. Parker was quick to

take up the chase, and showed the form that has eluded him throughout the '93 series as he closed in on Carr.

In the end, however, it was Carr who came away with his seventh-career win at the Cal-Expo State Fairgrounds and romped home with the lion's share of the \$33,000 purse. For his win, Carr earned \$5500, while Parker went home \$3500 richer.

But who was third, you ask? After a race-long drafting war with Bartels' H-D Mike Hale, nearby Arbuckle, California resident Ted Taylor (see sidebar) zipped across the line in the place position aboard his Hall's Harley-Davidson backed XR750 and delighted his "home-town" crowd with the best National finish of his career and a \$2500 payday.

Time trials

The Harvey Doty-prepared oval proved to be the best in years, and after the late-afternoon practice sessions many racers looked forward to racing on the smooth surface. "The track is the best I've ever seen it," said Carr. "There's not a bump out there. Times should be fast tonight."

Carr's predictions held true, as both he and Parker turned in qualifying laps that were below Terry Poovey's 1992 track record of 36.263 seconds at 99.274 mph. But it was neither Carr nor Parker,

however, who earned the fast-time bragging rights. For the ninth time this year, Graham topped the field and along the way turned in the facility's first-ever 100 mph lap.

"I was going to just go out there and hammer it, but I decided to ride it into the corners nice and smooth," said Graham of his 35.952/100.134 lap. "In the old days, I wanted to fast time so bad that I'd go out and try too hard and fly off the groove."

Carr, Parker, Hale, Steve Morehead and Rodney Farris rounded out the six fastest qualifiers who would compete in the \$10,000 Camel Challenge.

Heats

When Graham rolled to the line in the opening heat, many expected the newly crowned Grand National Champion to run away with an easy win. And win he did, but not with the usual comfort zone that he has become accustomed to. After starting third behind Jay Springsteen and Will Davis, Graham motored to the front of the pack and began to pull away, but Springsteen had other ideas. Along with Davis and a hard-charging Davey Camlin, Springsteen closed back in on Graham and shadowed him to the finish. Springsteen fended off Davis for the second direct transfer position.

Scott Stump led the way in heat two aboard the M&M Racing Honda, but Carr took control before the start of lap two and made it clear that he had no intentions of staying to play. By lap three, Carr enjoyed a 10-bikelength lead over Poovey and Keith Day. At the checkered flag, Carr led by nearly a full straightaway and would turn in the fastest heat race time of the night. Poovey broke away from Day for a secure second and a ticket to the show.

While the first two heats revealed no surprises, the third heat had many a spectator flipping through their programs to find out who rider #29Z was. Taylor ripped off the line with the holeshot ahead of Parker, Don Estep and Canadian National Champion Steve Beatie, and opened up an immediate 10-bikelength lead on the first lap. Parker found his pace on lap two and closed in on Taylor, but to his surprise, found that passing the diminutive rider would be no easy task.

"I could gain on him in the turns, but he was really going on the straights," said Parker. "The track is really smooth tonight, and if you can get as hooked up as he was down the straights, you can really go fast."

After shadowing Taylor throughout the 10-lap race, Parker finally passed Taylor as they raced past the white flag.

Taylor would not be denied his first-ever heat race win, though, and drafted past Parker with relative ease as they raced towards the black and white.

"When I looked over and saw that it was Parker that I was dicing with I began to get nervous, but after a while I got my concentration back," said Taylor. "This is awesome."

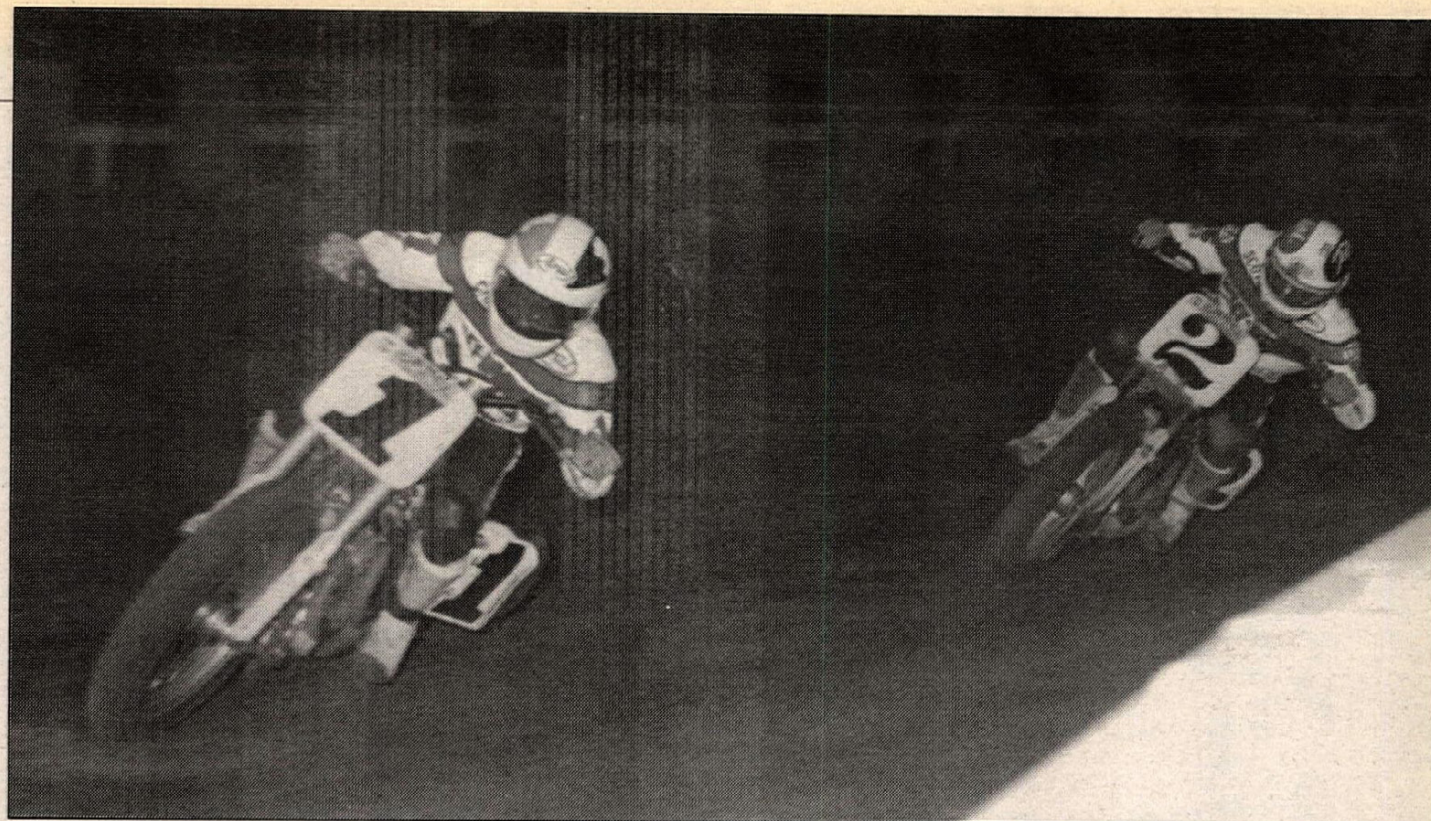
The fourth and final heat saw a textbook drafting battle between the veteran and the kid. Morehead led the way at the flash of the green light, but Hale latched on to his rear fender and showed little respect for his elder counterpart as he raced past on the back straight. Morehead answered with a pass of his own on the front side of the oval and the stage was set. After the two riders traded the lead repeatedly throughout the race, the dash for out of turn four towards the finish saw Morehead out front with Hale a few inches behind. Hale smoked past Morehead with unexpected ease and scored the win.

"I think I burned up a piston coming out of the last turn," said Morehead. "The bike suddenly lost power and Hale went by like a bullet."

Semis

Riders who failed to qualify in their heat races competed in one of three eight-lap semis in hopes of finishing in one of the top three transfer positions.

The resurgent Lance Jones led the way in the first semi, but after getting away from Day, Beattie reeled in Jones and began to challenge him for the lead.



Chris Carr (1) and Scott Parker (2) ran away with the top two positions after Ricky Graham slowed with mechanical woes.

The Canadian drafted past Jones at the finish line and secured a spot for himself in the main, as did runner-up Jones and third-placed Day.

Billy Herndon and Rodney Farris engaged in a heated dice in the second semi, and were joined in the closing stages of the race by Camlin, who had raged through the pack after starting on the penalty line. Herndon performed the final draft pass and scored the win over

Ted Taylor topped Scott Parker in the third heat, and finished third in the National.



Taylor's Sacramento surprise

Chris Carr may have won the race, but the rider who stole the show at the Cal Expo State Fairgrounds was definitely third-placed Ted Taylor (right).

"Awesome!" was all the Arbuckle, California, resident could say after his show-stealing performance. "I've been telling everyone all week that I was going to be on the box tonight!"

In his seven years as an expert prior to Sacramento, Taylor had only qualified for six Nationals, with his best-ever National finish an 11th at the 1989 Rapid City Half Mile.

At 5'2" and 120 pounds, Taylor hardly fits the stereotypical picture of a racer who muscled a 319-pound Harley-Davidson XR750 around a dirt oval. But there's something that overshadows his small stature. The 26-year-old was born with a heart condition known as a ventricular fibrillation. As he grew older, Taylor found that it became harder and harder for him to race. Last year he did something about it. "I didn't have enough energy to race," said Taylor. "I used to get really tired, no matter how hard I trained during the week. Then in late '91, I got tired carrying a gallon of milk to the checkout counter at the grocery store. I felt like I had run a marathon. I thought I would quit racing for good then - I called up the AMA and cancelled all of my entries."

Taylor underwent open-heart surgery in February of '92, having the faulty valve in his heart replaced. The operation was extremely successful. Full of energy, Taylor began to get the itch to return to the race track.

"There were two types of transplants available when I had the surgery," said Taylor. "One was a mechanical valve, but that would have kept me from being very active, so I passed. The other was from the heart of a pig, and that's what I got. I guess you can really say I'm a real hog-kind-of-guy now, huh?"

Taylor returned to the races and competed in the last few rounds of the '92 series without success. In '93, he had qualified for two Nationals - the Daytona Short Track and the spring running of the Sacramento Mile. At those races, Taylor finished 15th and 17th.

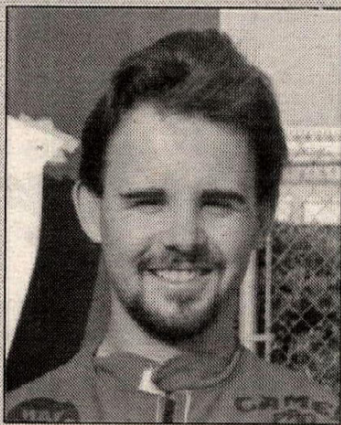
"I don't know why, but I just had a feeling that tonight would be good," said Taylor. "I've been training harder than ever and we finally got the bike sorted out."

After topping four-time Grand National Champion Scott Parker for the win in the third heat race, Taylor's eyes became wide when he realized that he would be a factor to contend with in the National.

"I couldn't believe that everything was finally coming together," said the Hall's Harley-Davidson/Hap Jones/Shoei/D&T Fiberglass/Motion Pro/Mike's Precision Machine/Max Oil-sponsored rider. "It was like a dream come true."

In the main, Taylor came out on top of a race-long battle for third, posting his best-ever National finish along the way.

After such an exciting night, one might assume that Taylor did some hard-core celebrating after the race. "Not at all, I'm in training, remember?" said Taylor. "I took a vitamin and went to bed."



Farris and Camlin. All three would head for the main.

The final semi saw four riders arguing over three positions, as Ronnie Jones, Larry Pegram, Estep and Davis broke away from the rest of the pack. Davis led the majority of laps across the start/finish line, but in the end it was he who was shut out. Pegram performed a masterful draft pass on Estep for the win, while Jones finished only inches behind in third.

Camel Challenge

Fast-qualifier Graham chose to start the five-lap Camel Challenge on the outside pole with Parker, Carr, Hale, Morehead and Farris to his left. Before the green light flashed, Morehead jumped the gun and quickly took his place on the penalty line, directly behind Graham and smack-dab in the middle of the groove.

"I figured that it would be better to jump the gun and start on the groove behind Ricky than to start in the marbles on row one," said Morehead.

Though Morehead's reasoning made perfect sense, it was all for naught when Graham was caught sleeping at the start

and Morehead was forced to swerve violently to avoid rear-ending him.

"I had trouble with this starter earlier in the year," said Graham, referring to the penalty-line fiasco that occurred at this year's first Sacramento Mile. "I was just being really cautious, and he did something weird with the starting board again."

Carr was the first rider to reach turn one, but Parker was close behind and took over on the back straight. Once into the lead, Parker inched away from Carr and was never seriously challenged throughout the dash. At the finish, Parker enjoyed a five-bike length lead over Carr, who in turn led Morehead by a comfortable margin. Graham recovered from his poor start to finish fourth ahead of Farris.

Hale held down third over Morehead, Graham and Farris early in the race, but a slip in turn one left the former Rookie of the Year up in the marbles and out of the hunt.

"I just hammered it from the get-go," Parker said. "I figured that I'd make them pass me, and it was a done deal. I caught my foot on something on the last lap and just about kicked myself on the

DIRT TRACK

AMA Grand National Championship Series: Round 20



(Left to right) Steve Morehead, Scott Parker and Chris Carr finished 3-1-2 in the \$10,000 Camel Challenge dash for cash.

Rookie Expert Kenny Coolbeth topped the 600cc Support class main event.



back of the head, but Chris didn't catch up like I thought he would."

600 Support

Kenny Coolbeth, Dan Stanley and Ricky Smith topped the three 600cc support class heat races and occupied the front row at the start of the 15-lap main event. Bryan McDowell led the way off the line with Smith, Coolbeth and Bobby McDowell in tow, and the four riders - along with Matt Wait - broke away from the rest of the field.

Coolbeth dropped as far back as fifth at the halfway point, but in the latter half of the race put on an incredible charge that saw him not only displace his rivals, but pull away as well.

At the finish, it was the bright-green R&I Manufacturing/Bell/Spectro/Wilcox MC/Motion Pro/Hawg Wild/Beatty Construction/Taylor White-sponsored Wood-Rotax of Coolbeth that sped across the finish line first, while Smith, Bryan McDowell, Wait and

Bobby McDowell followed in a tightly-knit pack a few bike lengths behind.

National

Hale had the lightning reactions at the start of the 25-lap National and led Carr, Taylor, Graham and Parker into turn one. Carr assumed the lead on the back straight and instantly opened up a small lead over Hale, who now had his hands full with Taylor and Graham.

Graham proved to be the man on the move in the early stages of the race, as he first passed Taylor, then Hale as they raced into turn one. Hale struck back and repassed Graham on the third lap, but Graham displaced Hale for good a few turns later.

When Graham took over second, he found himself some 10 bike lengths behind Carr, but within three laps he had closed to Carr's rear fender.

"I wanted to split; just get in front and jam," said Carr. "Ricky ran me down, but all of a sudden he wasn't there anymore."

"I was able to catch up," said Graham. "But right when I got on his ass the bike started to sputter."

Graham immediately began to slow, and it was obvious that something was wrong. For the first time all season, his Johnny Goad-tuned Honda was beginning to fail him.

"It would cut out, then go, then cut out again," said Graham. "It was really pretty dangerous. If it had cut out while I was sliding it could have highsided. I was going to pull off, but I decided that I owed it to the fans to at least stay on the track."

Graham eventually faded to ninth, though he showed flashes of brilliance when his motor ran properly.

After starting fifth, Parker had raced past Taylor and Hale and held down third when Graham began to struggle.

"After racing with Taylor in our heat, I knew that if I didn't get a good start and pass him real quick he would be impossible to get by. When Ricky broke I saw that Chris had a pretty good lead, but I just hammered it and reeled him in."

"I knew that tire wear was going to be a factor," said Carr. "I saw that Scott was running me down, but I was just settled into a safe pace."

Lap after lap, Parker chased after Carr, and finally took over the lead with a front-straightaway pass on lap 14.

"I figured that I'd let Scott lead for a while," said Carr. "I wanted to see if he had any good lines that I could pick up."

Carr followed Parker for three laps before motoring back into the lead, and it wasn't until the five-lap signal came out that the duo really began to speed up. The pair swapped the lead twice in the final two laps, and as they raced towards the flag it was Parker who led the charge. Carr pulled out of the draft just before the line and Parker helplessly watched his teammate slipstream past and on to the win.

"That's the way it goes, there was nothing I could do," said Parker. "My tire was totally gone and I couldn't run her through the last two turns the way I wanted to, so therefore Chris got by me."

"I wasn't too comfortable following Scott out of four earlier in the race, but I was pretty confident that I could pull it off during the last two laps," said Carr. "I knew that his tire was as bad as mine, and that I would be able to draft past him."

Finishing a full straightaway behind the lead duo were Taylor and Hale, respectively. The two riders performed numerous draft passes on each other throughout the race, with Taylor enjoying an obvious advantage on the straights.

"Man, I've never been dusted that bad," said Hale. "I could hook up in the turns better than Ted, but he was a rocket on the straights."

"I got nervous on the last lap because I bobbled in turn two, but I was able to catch back up on the back straight," said an elated Taylor. "I knew that I could draft him before the line."

Finishing yet another straightaway behind Taylor and Hale was a pack consisting of Springsteen, Farris, Pegram, Poovey and Graham, in that order.

"We were waving to each other down the straights, it was a blast," said Springsteen.

Results

TIME TRIALS: 1. Ricky Graham (35.952 seconds); 2. Chris Carr (36.007); 3. Scott Parker (36.240); 4. Mike Hale (36.300); 5. Steve Morehead (36.441); 6. Rodney Farris (36.569); 7. Terry Poovey (36.610); 8. Will Davis (36.705); 9. Jay Springsteen (36.820); 10. Brett Landes (36.863); 11. Ted Taylor (36.912); 12. Larry Pegram (36.927); 13. Ronnie Jones (36.986); 14. Don Estep (37.020); 15. Scott Stump (37.109); 16. Aaron Hill (37.163); 17. Roger Thompson (37.171); 18. Jeff Deitz (37.173); 19. Jeff Eklund (37.193); 20. Willie McCoy (37.194); 21. Jason Fletcher (37.260); 22. Steve Beattie (37.270); 23. Ben Bostrom (37.286); 24. Rex Fisher (37.347); 25. Davey Camlin (37.459); 26. Keith Day (37.58); 27. Billy Herndon (37.570); 28. Dale Jenneman Sr. (37.608); 29. Cory Perrault (37.684); 30. James Hart (37.746); 31. Chance Darling (37.861); 32. Mike Hacker (37.882); 33. Joe Winston III (38.135); 34. Andy Tresser (38.144); 35. Ty Howard (38.793); 36. Clint Vahscholtz (38.959); 37. H.P. Myatt (39.571); 38. Lance Jones (40.969).

HEAT 1: 1. Ricky Graham (Hon); 2. Jay Springsteen (H-D); 3. Will Davis (Hon); 4. Davey Camlin (H-D); 5. Aaron Hill (H-D); 6. Mike Hacker (H-D); 7. Roger Thompson (H-D); 8. Rex Fisher (H-D); 9. Joe Winston III (H-D).

Time: 6 minutes 08.51 seconds.

HEAT 2: 1. Chris Carr (H-D); 2. Terry Poovey (Hon); 3. Keith Day (Hon); 4. Brett Landes (Hon); 5. Scott Stump (Hon); 6. Chance Darling (H-D); 7. Ben Bostrom (H-D); 8. Jeff Dietz (H-D); 9. Andy Tresser (H-D); 10. Mike Inderbitzen (H-D).

Time: 6:05.25.

HEAT 3: 1. Ted Taylor (Hon); 2. Scott Parker (H-D); 3. Rodney Farris (H-D); 4. Steve Beattie (H-D); 5. Billy Herndon (Hon); 6. Don Estep (H-D); 7. Lance Jones (H-D); 8. Jeff Eklund (H-D); 9. Ty Howard (H-D); 10. James Hart (H-D).

Time: 6:07.03.

HEAT 4: 1. Mike Hale (H-D); 2. Steve Morehead (H-D); 3. Larry Pegram (H-D); 4. Jason Fletcher (H-D); 5. Ronnie Jones (Hon); 6. Willie McCoy (H-D); 7. Cory Perrault (H-D); 8. Dale Jenneman Sr. (H-D); 9. Clint Vahscholtz (Hon); 10. H.P. Myatt (H-D).

Time: 6:07.03.

SEMI 1: Beattie; 2. Jones; 3. Day; 4. Fletcher; 5. Hill; 6. Darling; 7. Perrault; 8. Tresser; 9. Fisher; 10. Hart.

Time: 4 minutes 57.67 seconds.

SEMI 2: 1. Herndon; 2. Harris; 3. Camlin; 4. McCoy; 5. Eklund; 6. Bostrom; 7. Vahscholtz; 8. Myatt; 9. Thompson; 10. Landes.

Time: 4:59.28.

SEMI 3: 1. Pegram; 2. Estep; 3. Jones; 4. Davis; 5. Hacker; 6. Stump; 7. Jenneman; 8. Dietz; 9. Winston; 10. Howard.

Time: 4:58.23.

CAMEL CHALLENGE: 1. Scott Parker (H-D); 2. Chris Carr (H-D); 3. Steve Morehead (H-D); 4. Ricky Graham (Hon); 5. Rodney Farris (H-D); 6. Mike Hale (H-D).

Time: 3:04.33.

600 SUPPORT: 1. Kenny Coolbeth (Rtx); 2. Ricky Smith (Rtx); 3. Bobby McDowell (Rtx); 4. Matt Wait (Rtx); 5. Bryan McDowell (Rtx); 6. Mark Corsetti (Rtx); 7. Dan Stanley (Rtx); 8. Steve Rasmussen (Rtx); 9. Chad Barth (Rtx); 10. Mark Key (W-R); 11. Alan Sabedra (Rtx); 12. Jaime Aguilar (W-R); 13. Ty Howard (Rtx); 14. Stephen Mayfield (Rtx); 15. Ronnie Brown (Yam).

Time: 9:27.04.

25-LAP NATIONAL: 1. Chris Carr (H-D); 2. Scott Parker (H-D); 3. Ted Taylor (H-D); 4. Mike Hale (H-D); 5. Jay Springsteen (H-D); 6. Rodney Farris (H-D); 7. Larry Pegram (H-D); 8. Terry Poovey (Hon); 9. Ricky Graham (Hon); 10. Billy Herndon (Hon); 11. Ronnie Jones (Hon); 12. Steve Beattie (H-D); 13. Don Estep (H-D); 14. Keith Day (Hon); 15. Steve Morehead (H-D); 16. Lance Jones (H-D); 17. Davey Camlin (H-D).

Time: 15:07.58.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS: 1. Ricky Graham (310/11 wins*); 2. Chris Carr (284/5); 3. Scott Parker (218/1); 4. Steve Morehead (135); 5. Rodney Farris (133); 6. (TIE) Kevin Atherton/Mike Hale (126); 8. Ronnie Jones (118); 9. Will Davis (117/1); 10. Jay Springsteen (86); 11. Aaron Hill (58); 12. Terry Poovey (56); 13. Steve Beattie (43); 14. Davey Durrelle (41); 15. (TIE) Don Estep/Jason Fletcher (39); 17. George Roeder II (38); 18. Rusty Rogers (32); 19. (TIE) Dan Ingram/Billy Herndon (29).

*clinched championship.

CYCLE NEWS

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- ★ 1993 Austrian Grand Prix
- ★ 1993 German Grand Prix
- ★ 1993 Dutch (Assen) Grand Prix
- ★ 1993 Isle of Man T.T.

MOTOCROSS

(#65A) 1991 Motocross des Nations
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1-plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maier; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axon '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; M.L. Morris '91 w/Stanton vs. Bradshaw; Milville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maier; 60 minutes from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA. Jeff Stanton, J.M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matisevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Rice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - White Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cam-

eras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar Video.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo.

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEneaney, Italy's Giancarlo Falappa and Australia's Rob Phillips. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Wars! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-fated 500 Honda-4 doing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McEneaney, Grant, Crosby, Gardner, and more! 69 minutes from Halmar Video.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zoller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video.

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video.

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitley Martino. Produced by Bruce Brown Films. 37 minutes from KWB Marketing Group.

(#142) 1967 Hoptown 500cc Motocross
The 2nd International MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hoptown 250cc Motocross
250cc Hoptown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agopian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Merv Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from win-

ning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today. Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO

(#77) 1989 International 6-Day Enduro
The 6th Annual ISDE from Walldorf, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Stylel
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mouse insert. 23 minutes from DB Sports.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's "Motivation"
Rick Johnson shows you how to approach the sport of MX with a mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matzattack Video"
Follow "The Chicken" Jeff Matisevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video.

MOVIES

(#14) Harley Davidson: The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motorcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross, Desert Racing to Ice Racing; the ISDT to the Widemaker Hillclimb; the Bonneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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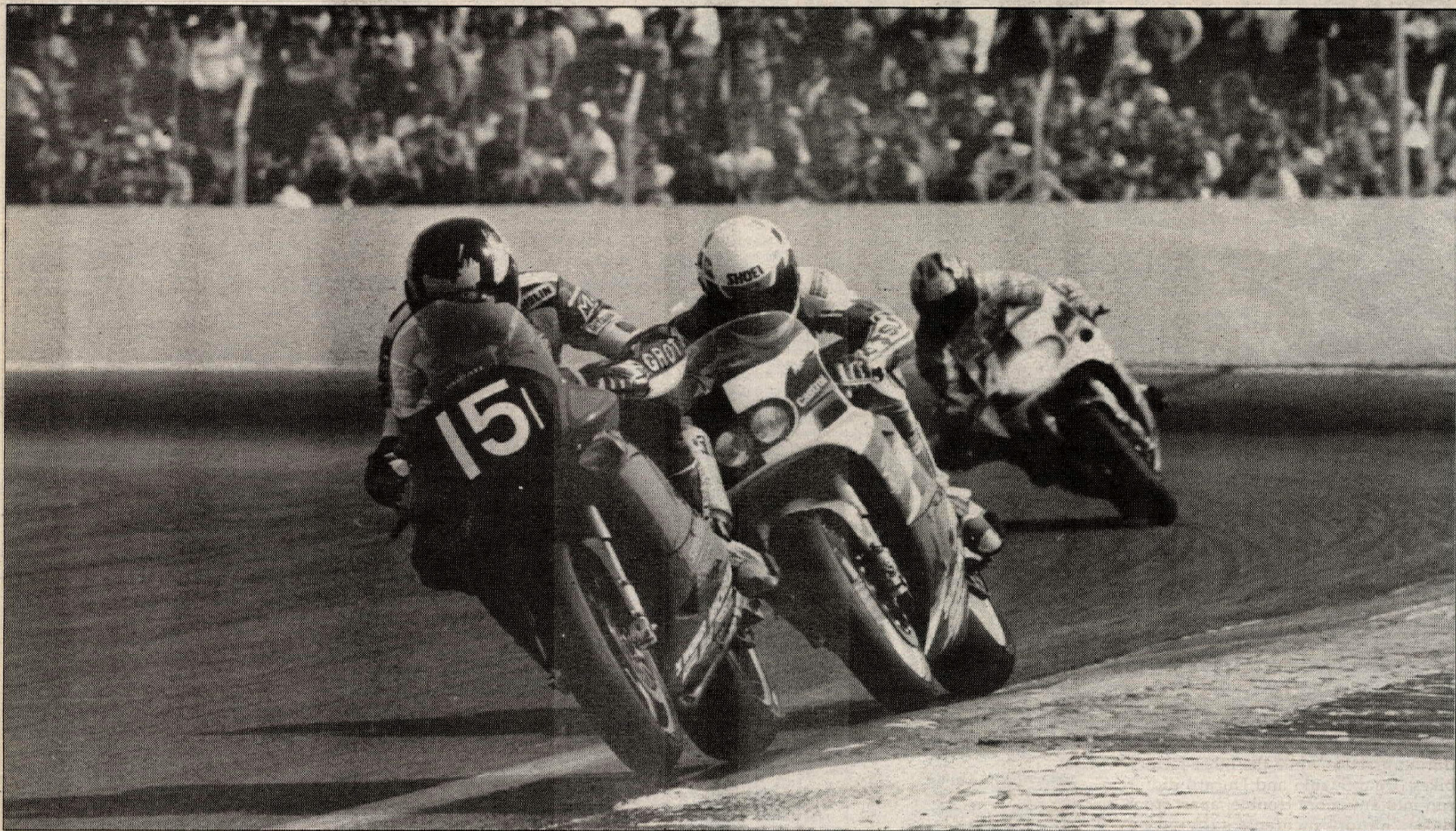
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ROAD RACE

World Endurance Championship Series: Final round



Fast-starter Stephane Mertens (15) leads Christian Lavielle and Dominique Sarron early in the Bol d'Or 24-hour endurance race. Sarron led his Suzuki-mounted team to victory.

Suzuki wins, Toland crowned at Bol d'Or

By Johan Vandeckerhove

LE CASTELLET, FRANCE, SEPT. 19

Dominique Meliand, team manager of the Suzuki Endurance Racing Team (S.E.R.T.), has been trying to win the Bol d'Or since 1984. The classic endurance race is usually held a week before the opening of the Paris Motorcycle Show, and a victory at Le Castellet circuit can pay high dividends when it comes to selling motorcycles in Europe. That long-awaited win finally came in the 57th running of the race, with Dominique Sarron, Jean-Marc Deletang and Bruno Bonhuil combining to bring the team a victory which could possibly prevent Suzuki from withdrawing its support for the World Endurance Championship Series in future years.

For Herve Moineau, however, this Bol d'Or (the Golden Cup) ended in disappointment. The multi-time World Endurance Champion never had it his way on the track which is only some 30 miles from his home. But he wasn't alone. None of the seven official teams (from Suzuki, Kawasaki and Ducati) could prevent the World Championship from going to an American privateer. Californian Doug Toland crossed the line in sixth position, giving the United States its first-ever World Endurance Championship.

Ducati managed to make headlines in France and in Italy during the weeks leading up to the Bol d'Or. Raymond Roche, who also lives near the track, had tried to convince the Castiglione brothers (the owners of Ducati/Cagiva) to send a few official bikes to the endurance event, reminding them of the

fine performance they had shown there two years before and of the considerable commercial impact their showing up would have on the French market. Only a few weeks before official practice was scheduled to begin, the racing department in Bologna was given the green light and three bikes were prepared for the event.

Strangely enough, the choice of riders was made even later. Things progressed when Eraldo Ferracci decided to send his two AMA Superbike Series riders, Doug Polen and Pascal Picotte, to join Stephane Mertens on one of the bikes. The second bike was to be manned by Simon Crafar, Fred Merkel and Florian Ferracci, and the third team (run by Roche) was composed of two young French riders, Philippe Mouchet and Christy Rebutini, and a French journalist, Bertrand Sebileau. Plane tickets were purchased, hotel rooms reserved and, only on the Monday before the race, three engines were put into chassis and transported to southern France.

Doug Polen was to be one of the main "victims" of the Ducati's lack of pre-race testing. First of all, the Texan ran into trouble during tech inspection because of a lack of headlights, then later on he was stopped halfway around the circuit because of a stuck front suspension. And finally, the front axle broke. His teammate Mertens had given the mechanics even more work when he crashed on one of his first practice laps when he hit oil spilled by one of the factory Kawasakis.

America's other World Champion

When the words "World Champion Doug Toland" are spoken, most race watchers will be quick to point out an error. "You mean Doug Polen, don't you?"

Well, not any more. Doug Toland is indeed a World Champion after wrapping up the World Endurance Championship with his sixth-place finish in the Bol d'Or, the final round of the series.

"Frankly, I wouldn't have dreamed of becoming the new champ," the 31-year-old Toland said after the race. "At the beginning of the season, I was quite happy to find that the French Moto Bike team was offering me a ride for Le Mans and for the Bol d'Or. At Le Mans, the first race of the year, we ran into engine trouble. A few weeks later the British Phase One endurance team contacted me to ride the races at Anderstorp (Sweden) and Spa-Francorchamps for them. We finished fourth in Sweden and we won in Belgium.

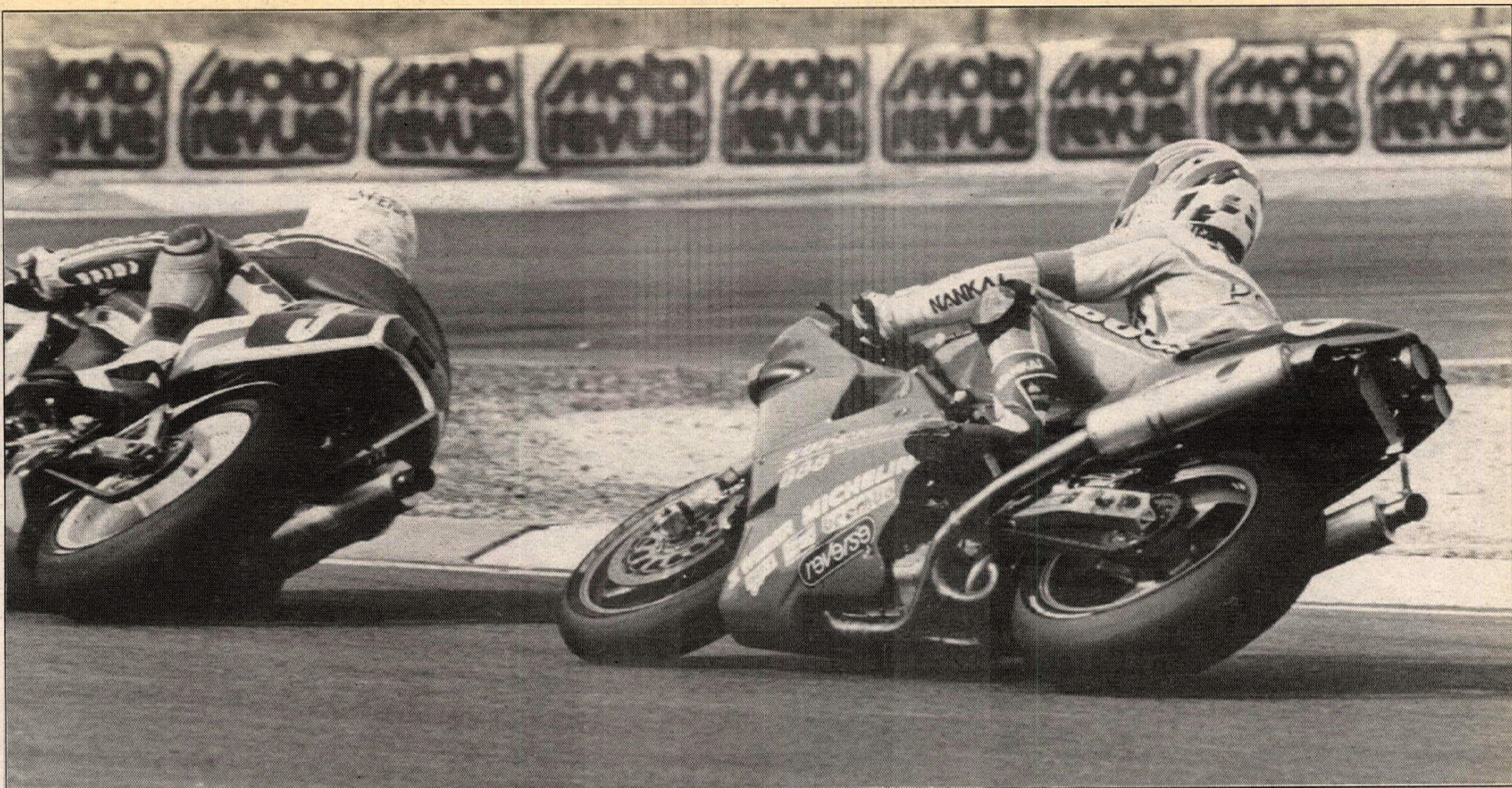
"For the eight-hour race at Suzuka, I was drafted in at the last possible moment as a reserve rider for the Moriwaki team. But even then I didn't start counting points. The opposition was going to be very tough at the Bol, with some seven factory bikes and my main rivals - official Kawasaki riders Brian Morrison and Wilfrid Veille - on a separate bike, in order to reduce the risks of losing the title to a minimum.

"It was only after the retirement of the second Kawasaki that we really became aware that the title was within reach. I must say that I owe a lot to my team. Despite the big importance of this race (Bol d'Or) for a French team, they sacrificed a possible rostrum finish to race at a slower pace during the last quarter of the race. The sixth place proved to be enough to give me more points than all the factory guys and I won the championship."

The Buena Park, California resident is hoping that this title might open some doors for him in the next couple of months.

"Honestly, given my age, I don't think that this result will earn me a ride on a Grand Prix bike," Toland said. "However, I would be very happy if I got the opportunity to do a whole season of World Superbike racing. I have some experience with superbikes, having run in the Vance & Hines and Yoshimura teams (in AMA racing). Maybe I'll take on the Ducatis next year..."





In a rare endurance race outing, two-time World Superbike Champion Doug Polen tries to pass Christian Lavielle at Paul Ricard.

Two of the Kawasaki engines expired during practice while the other factory bikes (from Suzuki and Ducati) didn't run into any more trouble, apart from those "minor" incidents suffered by Polen. The two-time World Superbike Champion, who was racing in his first 24-hour race at Le Castellet, was enjoying himself while turning in his usually quick lap times.

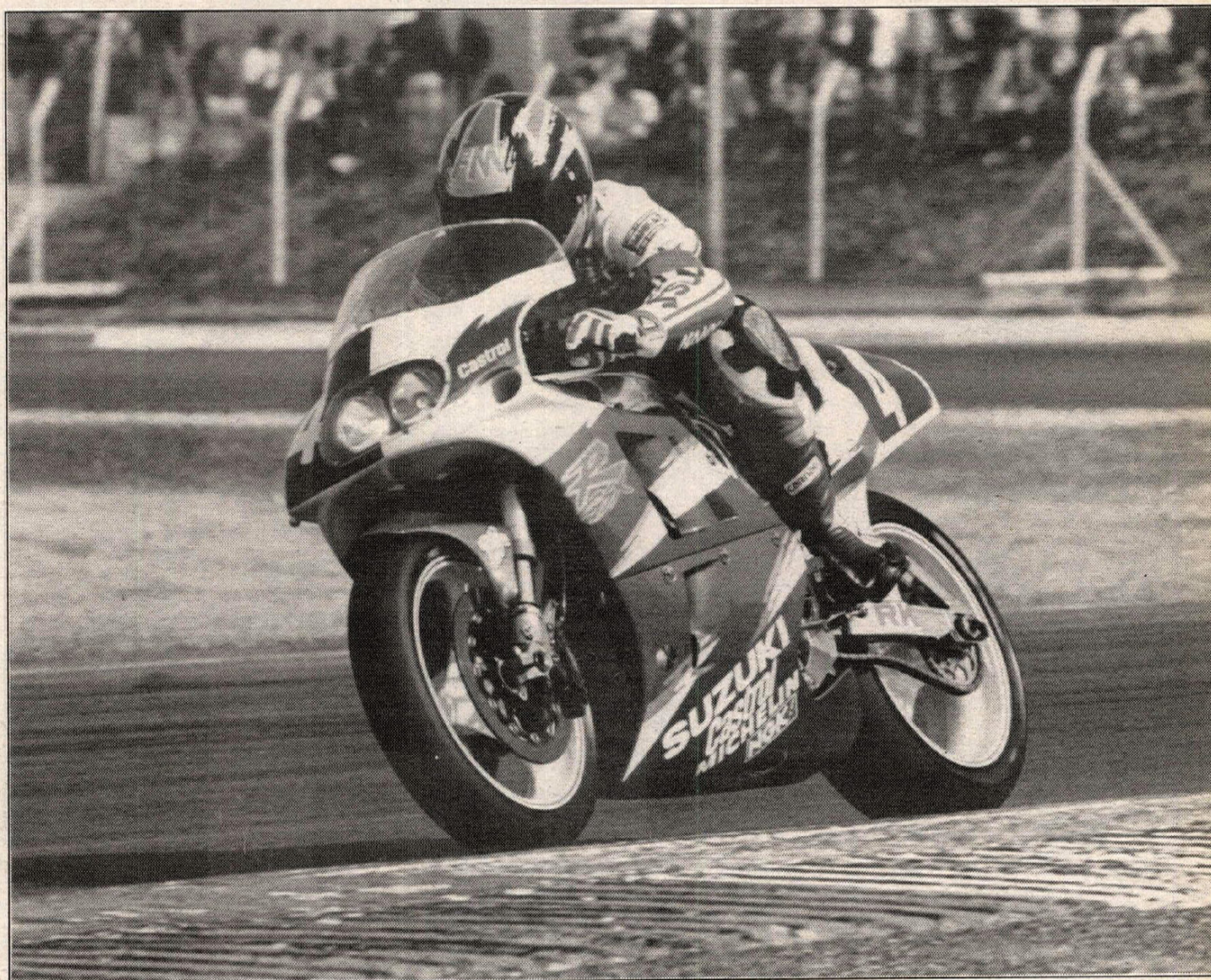
"The 1.8 km-long (1.1 miles) Mistral straight is something, and especially the long corners after it," said Polen. "Those have to be negotiated with the utmost caution, especially at night. But I'm not too worried. I got used to the Michelin tires pretty quick, and during warm-up, I went faster than anybody else. Still, the rev limiter of this bike is set at some 10,800 revs instead of 12,500 as on the Superbikes. With this set up, the bike might go a very long way."

Things were even better in the Suzuki team. Moineau had turned in a one-minute, 59.72-second lap (using a qualifying engine), the first time an endurance bike circulated under the two-minute barrier. This earned him and his teammates Christian Lavieille and Michel Graziano the pole position for the race. They led the factory Kawasaki of Terry Rymer, Brian Morrison and Denis Bonoris, the first Ducati with Merkel, the second Kawasaki team consisting of Piergiorgio Bontempi, Jean-Louis Battistini and Wilfrid Veille, and the second Ducati ridden by Mertens, Polen and Picotte. The official Suzuki ridden by Sarron, Deletang and Bonhuil, ended up with the seventh fastest time, while the third Ducati was eighth fastest. The privateer Honda of Swede Peter Linden, Frenchman Andre Lussiana and Toland had to be happy with 21st place on the grid.

The Ducati team might not have had the most experienced mechanics in the race, but their decision to let Mertens, Simon Crafar and Philippe Mouchet start the event proved to be very fruitful. Mertens, a fast runner, got to his bike first when the light turned green, and he led the pack to the first set of corners. Mertens was followed by the two other red V-twins. The Ducati reign would last for a few corners before Moineau took command.

Meanwhile, Toland had already lost

Frenchman Dominique Sarron and his teammates Jean-Marc Deletang and Bruno Bonhuil gave Suzuki its long-awaited win.



one of his main championship rivals. The German team, with Konrad Schittko, had to bury their title ambitions after only one lap, when their privateer Kawasaki went to the pits with what turned out to be a terminal piston problem. It was only late at night that the team members found the courage to pack everything up and go to sleep, with the world title now out of their reach.

During the second hour of the race,

the top teams ran into their first problems: Merkel's Ducati lost three minutes in the pits due to a malfunctioning tail light. At that time, Moineau was still leading in front of Polen's Ducati, the second Suzuki and the Kawasaki manned by Rymer. The second Kawasaki had already lost some time after Bontempi discovered an oil leak after only five laps.

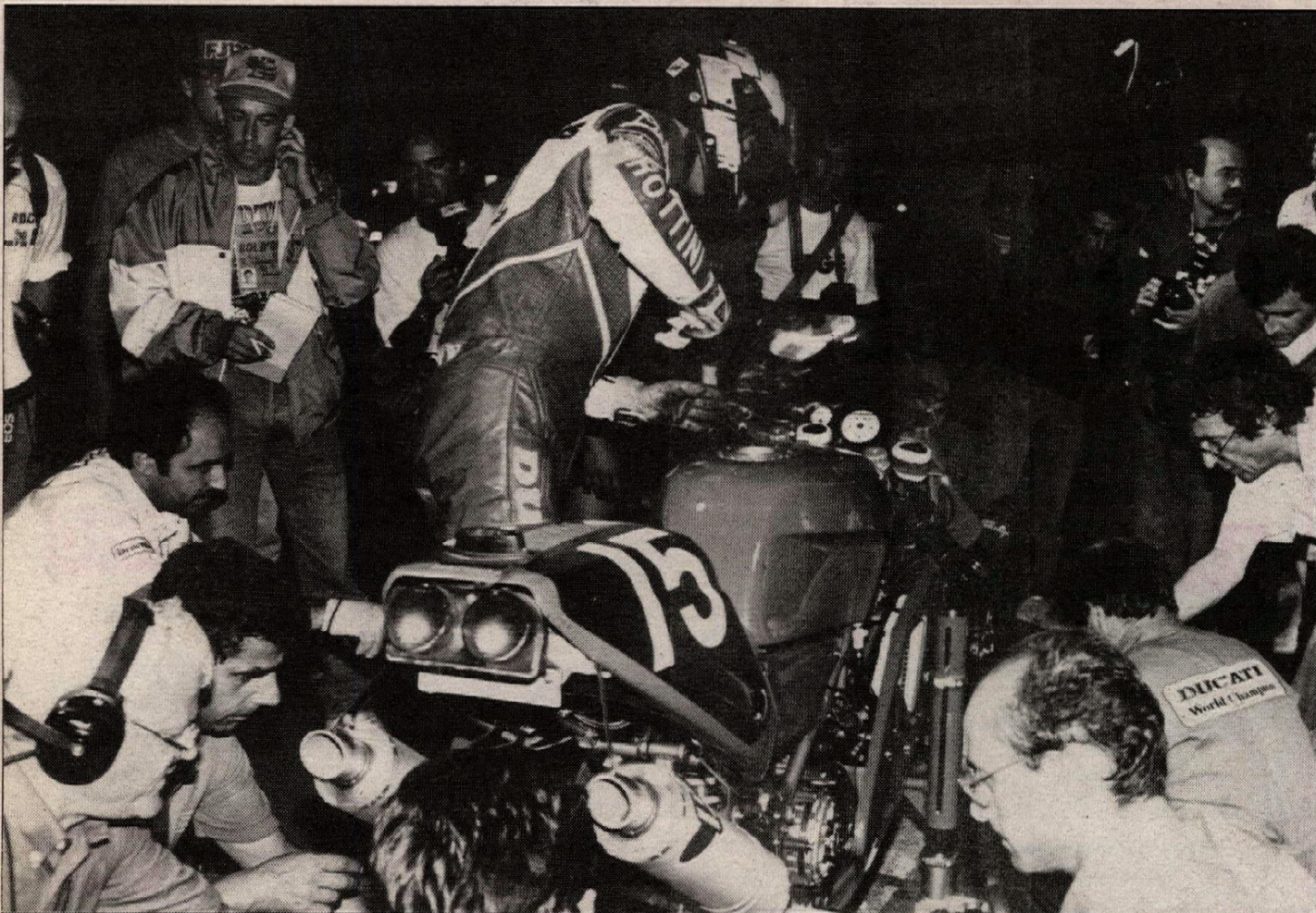
At a 5:45 p.m., the Ducati mechanics were in for another unexpected inter-

vention: Picotte came in with a broken clutch. The faulty piece was replaced in 10 minutes, and they re-entered the race track in 15th place. One hour later, Crafar was headed for the pits - on foot. The engine in his Ducati had stopped running; fortunately, it was only a miscalculation on fuel consumption and not a blown engine. That bike returned to the heat of the fight almost immediately after taking on more fuel.

At nightfall the positions seemed to

ROAD RACE

World Endurance Championship Series: Final round



The Ducati teams all ran into problems. Here a horde of mechanics try to figure out what's wrong with Stephane Mertens' mount.

The Suzuki Endurance Racing Team celebrates its win; the race ended an hour early when spectators swarmed the race track.



have settled, but the relative peace was disturbed by the announcement that the leading Suzuki (with Michel Graziano on board) had collided with the privateer Kawasaki of Simon Buckmaster, one of the remaining title candidates. Graziano, who had a one-lap lead at the time of the crash, got up, ripped the fairing off, and tried to restart it. Thwarted in his efforts, he was left to push the bike back to the pits.

Buckmaster, however, remained on the ground after hitting the Armco barrier. The British rider was taken to a nearby hospital by helicopter; and doctors would later amputate his leg from the knee down.

Graziano was greeted warmly back at the pits by his teammates Lavieille

and Moineau, who saw another opportunity to finally win the Bol d'Or thrown away. The bike was repaired and the Frenchmen got back into the race in 52nd place.

With the leading Suzuki now a "safe" distance behind and all three Ducatis losing ground due to some clutch problems and the lack of experience of the factory mechanics in the Ducati pits, Rymer and Kawasaki took control.

At 3:00 a.m. the halfway signal came out and the number one Kawasaki had a two-lap lead over the Suzuki of Sarron, and an eight-lap lead over the privateer French team of Alex Vieira, Jean-Jacques Lovichi and Rachel Nicotte. Haquin/Charles-Artigues/Coutelle followed in

fourth position, and Toland rode around in fifth place after a trouble-free race. The Ducatis were eighth (Mouchet), ninth (Merkel) and 21st (Polen), with the second Kawasaki in 11th and Moineau's Suzuki already back up to 17th.

The final hours of darkness have always proven to be the hardest on riders and machines during endurance races. In the Bol d'Or, this didn't change - in a span of three and a half hours, five of the top teams would retire.

At 5:00 a.m. on Sunday, Mertens was in the pits for good as both the clutch and the carrier were ruined.

"Nevertheless, this has been a good experience for Ducati, which might come in handy next year, when the Italians go through with their plans to

compete in most of the World Endurance races," Mertens said. "We have had some problems: first there was a battery problem (due to a malfunctioning condenser), then the engine started to overheat (due to a radiator leak) and then the clutch broke down. During my last shift, the engine had started vibrating, and I lost some speed on the Mistral Straight. Just to be sure, I went into the pits, but it was unfortunately going to be the last pit stop."

Polen was more disappointed. "Too bad we lost some time during every pit stop," he said. "Our lap times were consistently fast, and if everything had gone well, we would have made life harder on the front runners."

Unfortunately, the Ducati pit crew didn't have any road race or endurance experience whatsoever. Most of them were factory mechanics; they had practiced a pit stop only during Saturday morning's warm-up session - only a few hours before the start of the race.

One hour after the Ducati departure, the Dutch van der Wal team retired, after they had occupied fourth place for several hours. But the order was really thrown upside down when the leading Kawasaki came in at around 6:30 p.m. for a routine pit stop - only they didn't return.

"The chain of the start motor, which also drives the oil pump and the engine were no longer lubricated," team manager Christian Bourgeois said. "This caused the engine to eventually stop working."

And as the Suzuki of Sarron (with Vieira in the running for a record sixth victory at the Bol) took over the lead, Crafar came into the pits, once again, by foot. An oil leak in the clutch assembly - caused by the same problems that grounded the first Ducati - had put oil on the rear tire, causing the New Zealander to end his race in the gravel trap.

At 8:30 a.m., the second Kawasaki of Bontempi retired, ironically with the same problems which had knocked out their teammates on the number one bike. Shortly thereafter, the third Ducati gave up the fight, again with a ruined clutch and carrier.

Ducati learned at least one lesson from their participation in the Bol d'Or: the aluminum carrier needs to be replaced with an iron one, and the clutch needs serious reinforcement. Similar problems plagued Ducati Superbike riders last year.

Four hours prior to the finish of the race, everybody seemed happy to have survived the night and seemed determined to stick to their positions. Sarron led with a five-lap lead over Vieira, a 10-lap lead over Haquin and a 12-lap lead over Langlois/David/Romanens and Toland's team, who slowed their pace dramatically with the retirement of both Kawasakis.

Moineau and his teammates were sixth and they would eventually finish fifth, with the race ending an hour early as a large portion of the 80,000 spectators swarmed onto the track. The Sarron-led Suzuki team turned in 638 laps of the 2.37-mile race track in the shortened race, averaging 100.837 mph. CN

Results

1. Sarron/Deletang/Bonhuil (Suz); 2. Vieira/Lovichi/Nicotte (Hon); 3. Haquin/Charles-Artigues/Coutelle (Kaw); 4. Langlois/David/Romanens (Hon); 5. Moineau/Lavieille/Graziano (Suz); 6. Lussiana/Linden/Toland (Hon); 7. Demoncourt/Perin/Ferstler (Suz); 8. Legaudu/Granie/Ciciliani (Suz); 9. Barthod/Autissier/Besson (Hon); 10. L'Herbette/Juanola/Leblanc (Hon); 11. Bertin/De Punier/Protat (Hon); 12. Jacquier/Paquay/Postal (Hon); 13. Ambord/Graf/Lentaigne (Kaw); 14. Mahe/Mizera/Jacque (Hon); 15. Winterbottom/Railton/Pullan (Yam).
WORLD C'SHIP POINT STANDINGS: 1. Doug Toland (106); 2. (TIE) Brian Morrison/Wilfrid Veille (80); 4. (TIE) Steve Manley/Simon Buckmaster (66).

NEW PRODUCT



The Flying Machine Factory's 20th Anniversary FMF Oval Letterman's Jacket features a heavy-duty, grey wool fleece body and black, genuine leather sleeves. Made in commemoration of FMF's 20th anniversary, the jacket also features the company's original oval logo on the back, and a smaller version on the front. A small, winged FMF logo patch adorns the right sleeve. The heavy-duty elasticized cuffs are color-coordinated with a black and grey-stripe. The jacket is available in sizes S-XL and costs \$249. For more information contact FMF, Dept. CN, 25933 Frampton Ave., Harbor City, CA 907110, 310/539-6884.



The D.I.D 520VM chain features a patented X-shaped O-ring that is designed to put a reservoir of oil between the rubber O-ring and the steel side plates, and are claimed to reduce the friction and transfer maximum horsepower to the rear sprocket. A round end on one of the X-points is claimed to reduce wear and create four sealing points instead of the two-sealing points of a standard O-ring chain. In addition, the 520VM features larger diameter pins that are claimed to give the chain 17% greater tensile strength, 9% increased fatigue resistance and more anti-tight joint resistance. For more information contact Palmer Designs, Dept. CN, 2923 E. Broadway, Long Beach, CA 90803, 310/438-8089.



Suzuki's GSXR Magnetic Expanding Tank Bags are color-coordinated to match their entire line of GSXR street bikes. The bags mount via 15 powerful magnets, and the bag features a neoprene non-slip bottom, a map pocket, a wallet pocket and shoulder strap. Suzuki claims that the bag will not scratch the paint on the tanks. The bag is available in two color combinations, and costs \$89.95. For more information contact your local Suzuki dealership. CN

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VINTAGE AHRMA Steamboat Springs Vintage Festival



Dave Roper rode with injuries in the Steamboat Springs road races, but still won a class.

Steamboat goes big time

By Matt Benson

STEAMBOAT SPRINGS, CO, SEPT. 15-18

The secret is out. With nearly 1000 entries competing in vintage dirt track, trials, motocross and road race Nationals, the American Historic Racing Motorcycle Association's (AHRMA) four days of racing in this scenic Colorado ski resort has gone big time.

Each of AHRMA's events enjoyed larger entries this year, but none more so than the motocross. After 1992's Vintage Iron-sponsored MX National became unwieldy with over 300 entries, organizers decided to make the 1993 race pre-entry only. Instead of 300-plus entries, they got 500. Officials from AHRMA and the local Timberline Trailriders joked about the big MX entry all week, but there was an anxious edge to the kidding and a lot of worried looks.

Then came Friday and everything went well. Even though the newly surfaced pits were crowded, the lines for sign-in and tech inspection moved quickly. The Dick Mann-designed track, which serves as a horse pasture the rest of the year, won rave reviews for its layout and lack of dust. In previous years, the racing has gone on nearly until dark. This time the last moto finished before 5:00 p.m., and that included two brief delays while the ambulance crew attended to minor injuries. After that, getting 228 entries through the next day's road races seemed almost anticlimactic.

All of the Steamboat races were pre-entry only, and as the deadline approached AHRMA noticed over two-dozen riders had signed up for three and even four different types of racing. Most notably, Vintage Iron's Rick Doughty intended to compete in the dirt

track, trial, MX and road race on the same immaculate 1962 BSA Gold Star.

At that point, the Iron Man competition was born. To be in contention, riders had to compete in at least three disciplines and in classes that had at least five entrants. The scoring was based on a rider's best finish from each of three different types of competition.

John McClelland of Gillette, Wyoming, emerged as the Steamboat Iron Man after finishing first on a Yamaha in the +40 Novice motocross event, first on a Suzuki in the Modern Classic Intermediate trials class and third on a Yamaha in the TT's Modern Vintage 601-Open division. Doughty, with a first and a pair of seconds among his eligible finishes, was only a few points behind McClelland. Joining Doughty as the only riders to compete in all four disciplines were Rich Baulch of Speonk, New York, and Frank Stroman of Florence, South Carolina.

Dirt track

The Classic Bike-sponsored short track and TT were the only races that didn't occur right in Steamboat Springs. The venue was Hayden Speedway, a track 25 miles west of Steamboat, and this was the second year an AHRMA dirt track has been held there. Under the guidance of veteran dirt tracker Neil Keen, the water truck made frequent trips onto the track to keep things from getting too dusty.

The six dirt track classes ran first on the oval, then a pair of knobby tire classes. The process was then repeated on the TT course, which used part of the oval and the infield. Close racing was the order of the day.



Joe Busby (30) and Barry Higgins (12) dived in the Premier 500cc II Expert MX class.

Gary Davis of Woodland Hills, California, had both tracks dialed, winning the Modern Vintage 251-600 flat track and TT classes and Modern Vintage 600-Open TT.

In the Modern Vintage 251-600cc flat-track event, it was a race between Davis on his '73 Honda 350 and David Boydston on a Bultaco 260. Davis grabbed the lead just when it counted. Mickey Alzola, Davis and Norm Lehfeltdt stayed close in the Modern Vintage 601-Open class. As Alzola held on for the win, Lehfeltdt moved his BSA past Davis' on the final lap and made an unsuccessful run for the lead.

In the Classic Vintage short track classes, the 500 OHV/750 Sidevalve race saw Rick Doughty and his Gold Star in the lead for a lap before Arthur Carter got past on his trick 1950 AJS 500. BSA 441-mounted Craig Breckon moved up to challenge Doughty, but slid out while making his pass. Between breaking and falling, it wasn't the Michigan rider's best day. Classic 0-250cc was a good race between Bill Anderson on a Harley-Davidson CRS250 and Jack Surber's Ossa DMR. Surber probed and probed but just couldn't get past Anderson.

The TT action was in the three Modern Vintage classes. In the 0-250cc division, Suter and Bultaco-mounted Davis battled in the early laps, shadowed by Suzuki-mounted Howard Rantz. By the halfway point, Suter had opened a decent lead and Rantz had displaced Davis for second. Rantz then made a run at the Can-Am rider but came up short.

Observed Trial

After Wednesday's frenetic dirt track action, Thursday's British Bike magazine trial was a pleasant change of pace. As in the past, the site was the Howelsen Park ski jump hill, just across the Yampa River from downtown Steamboat. The accessibility drew plenty of spectators, and riders enjoyed the paved pit area and real restrooms.

Motorcycles varied from Dale Schmutzler's rigid-frame 1949 Norton ZB34 to the popular mid-1970s Japanese and Spanish trials models. In between were a variety of Greeves, BSAs, Triumph Cubs, Fred Mork's ex-works 1957 Royal Enfield, a little '53 Francis-Barnett special that had a tough time with the high-altitude climbs, and a lone Wassell.

Riders appreciate tight, off-camber turns and the difficulty of picking one's way through a slow, rocky section, but spectators like hairy climbs and mud. Consequently, there were crowds at sections 8, 9 and 10.

Eight featured a steep climb up a rock outcrop, made more difficult by an abrupt step near the bottom. At the top, some tight turning kept riders from relaxing too much before the exit gate.

Nine was a new hillside section that splashed through an ever-deepening bit of mud caused by the runoff from a nearby sulphur spring. And 10 was a perennial favorite, traversing a hillside before turning and dropping, crossing the same stinking sulphur spring, and exiting via the mucky water channel. Neither 9 nor 10 was up to the fetid standards of the infamous and now-defunct "Toilet" section, but riders who erred in the wrong places carried along a pungent reminder of their mistakes.

The best efforts of layout man Derek Belvoir and a brief rain shower failed to keep a few riders from posting exceptionally low scores. Both Chris Makynen and Doug Shepherd zeroed the trial in Premier Lightweight Novice, with Makynen doing so her first time out on a beautiful Dick Mann-built BSA C15. As the older rider, Greeves TFS-mounted Shepherd won the tie-breaker.

The same thing happened to Doughty on his do-it-all Gold Star and Derrell Johnson (Tri-Gre), who were tied at two points apiece with winner Robert Ganner and his Matchless in Premier Heavyweight Intermediate.

"I've lost races by seconds before, but this is the first time I've lost by six months," Doughty said after comparing birthdates.

Motocross

The soil at Steamboat doesn't hold its water very well, and dust can become a problem. This time, however, it was hardly a factor, thanks to frequent rains in the days before Friday's motocross, generous watering after the natural-terrain course was staked out, and heavy fog on the morning of the event. The track started out greasy in practice and wound up with an ideal surface. And then the sun stayed out all day long. The Timberline Trailriders weren't above taking credit for all of it.

Dick Mann unveiled his 1959 Monark, a 500cc OHV machine like the one that carried Sten Lundin to the World Championship in 1959 and 1961. The Swedish machine, with its distinct Gold Star look (and a few BSA parts), attracted more cameras than any other motorcycle in the pits. And when the rubberband snapped for the first moto, it was obvious the motorcycle worked as good as it looked.

Barry Higgins and his Rickman BSA 441 opened an immediate lead in the race, Premier 500 II Expert, but Mann was soon past and working on a lead of his own. On the third of four laps, Joe Busby got around Higgins and headed after Mann. Busby had just taken over the lead early in the final lap, when suddenly Mann slowed and pulled off the course in the hillside section.

The two-time AMA Grand National Champion explained that he felt the Monark's engine begin to tighten up,

and he decided to call it a day rather than do anything expensive to the rare motor. Busby went on to win both motos, followed by the Rickman BSA of David Dewhurst in second.

When the old guys on old bikes took to the track for +50 Expert, John Geer on his '65 BSA 441 and Bultaco pilot Danny Davies went back and forth, with Geer managing to hold onto the lead where it counted. After finishing fourth in the first moto, Jim McClinton passed Geer early on and got his '74 CCM rolling. Again, Geer topped Davies. The overall went to Geer by virtue of his 1-2 finishes over Davies' 2-3 and McClinton's 4-1.

As usual, the Sportsman 125 Expert riders provided an abundance of action. Brock Suter and his Can-Am got the first moto holeshot and never relinquished the lead. Behind him, though, a group of four riders tussled over second, which Randy Kirschbaum finally laid claim to. In the second moto, Kirschbaum held the lead throughout the race, followed closely by defending AHRMA class champ Greg Bastek, on a Honda, and his rival, Bultaco-mounted Tim Weaver. Bastek was not a factor after falling and breaking his clutch lever at the start of the opening moto.

It took some serious calculating for scorekeepers to work this one out: Kirschbaum won the overall with 2-1 finishes, followed by Suter (1-4), Weaver (6-3) and Bastek (9-2).

Road race

Like past Steamboat road races, this one was a mix of sun and rain, warm and cold. And like last year, the much-anticipated matchup between the vintage master riding injured and the relative newcomer ended when the younger rider lost the front end of his bike in the very same corner.

That was the 500cc Premier race, pitting Team Obsolete's Dave Roper against Barber Dairy Product's Stephen Mathews. Both were on Matchless G50s, though the Barber machine was a British-built replica of the famed 500cc single which suffered from teething problems all season long. Roper, however, was working under his own handicap. After crashing the Team Obsolete Benelli 350 four at the Isle of Man a few weeks earlier, the affable New Yorker was still hobbling around on a cane. Last year at Steamboat, Roper was hurting after falling hard in practice but rode anyway, declaring there is no therapy like racing a motorcycle.

When the flag dropped for the 500 Premier, the rain had ended and the course was mostly dry. Roper arrived first in turn one, with Mathews close behind. As the pair emerged from the opposite side of Mt. Werner to complete the first lap at a hot pace, it was Mathews leading. But it ended all too quickly. The front end of Mathews' Matchless tucked under as he turned into the slow first corner, sending the bike sliding into the hay bales. Mathews was up quickly to move the bike out of harm's way, his race over. Same as last year.

Roper went on to open a commanding lead that belied his injuries. Jonathan Terry put in a spirited ride to second on his beautiful '66 Honda 450, while Michael Green came back from a bad start to finish third on his West Coast British Racing Ducati.

Rick Doughty and his '72 Yamaha 250 had a close Formula 250 race with Bley on his Maico 175. Despite an all-out effort by Bley on the last lap, Doughty held on for the win. And in his final race on the multi-purpose Gold Star, Doughty almost managed to hold off BMW-mounted Ralph Auer for the Sportsman 500 win. In all, Doughty's

Goldie logged second-place finishes in road racing, trials and dirt track and a win in MX. **CN**

Results

FLAT TRACK

DINO VINT: 1. Arthur Carter (AJS); 2. Albert Nesshoefer (Tri); 3. Craig Breckon (Mat).

CLSC VINT 0-250: 1. Bill Anderson (H-D); 2. Jack Surber (Oss); 3. Howard Rahlz (Hon); 4. Rob Stickler (Mat); 5. David Dean (Hon).

CLSC VINT 500 OHV/750 SV: 1. Arthur Carter (AJS); 2. Rick Doughty (BSA); 3. Lee Parker (Tri); 4. Craig Breckon (BSA).

MDRN VINT 0-250: 1. Tim Wolf (Yam); 2. Brock Suter (C-A); 3. Donnie Warf (Oss); 4. Frank Hardman (Yam); 5. John McClelland Jr. (Yam).

MDRN VINT 251-600: 1. Gary Davis (Hon); 2. David Boydston (Bul); 3. Jonathan Terry (Hon); 4. Craig Breckon (BSA); 5. Gary Brennan (Tri).

MDRN VINT 601+: 1. Mickey Alzola (Tri); 2. Norm Lehfelt (BSA); 3. Gary Davis (BSA); 4. Matt George (Tri); 5. Donnie Warf (BSA).

KNOBBY 0-250: 1. Dave Parkinson; 2. Russ Brennan (Hon); 3. Brock Suter (C-A); 4. Frank Hardman (Suz); 5. Mark Erickson (Hon).

KNOBBY 251+: 1. Frank Stroman (Mai); 2. Frank Hardman (Suz); 3. Rod Schrage (Tri); 4. Dave Parkinson; 5. Erich Esswein (Hus).

TT

DINO VINT: 1. Albert Nesshoefer (Tri).

CLSC VINT 0-250: 1. David Dean (Hon).

CLSC VINT 500 OHV/750 SV: 1. Arthur Carter (AJS); 2. Wayne Rantz (Hon).

MDRN VINT 0-250: 1. Brock Suter (C-A); 2. Howard Rantz (Suz); 3. Gary Davis (Bul); 4. Tim Wolf (Bul); 5. Frank Hardman (Yam).

MDRN VINT 251-600: 1. Gary Davis (Hon); 2. David Boydston (Bul); 3. Jonathan Terry (Hon); 4. Frank Hardman (Yam); 5. Jack Surber (Hus).

MDRN VINT 601+: 1. Gary Davis (Tri); 2. Mickey Alzola (Tri); 3. John McClelland Jr. (Yam); 4. Lee Parker (Tri); 5. Jack Ausmus (BSA).

KNOBBY 0-250: 1. Mark Erickson (Hon); 2. Stephen Nace (Oss); 3. Monty Allison (Hus); 4. Edward Seiber (Hus); 5. Dave Parkinson.

KNOBBY 251+: 1. Daryl Hambleton (Tri); 2. Gary Davis (Hon); 3. Frank Stroman (Mai); 4. Erich Esswein (Hus); 5. Dave Parkinson.

TRIALS

RGD INT: 1. Dale Schmutzler (Nor).

PREM HWT EXP: 1. Derek Belvoir (BSA); 2. Randy Lusk (Tri); 3. Barry Higgins (BSA); 4. Andrew Tarnik (RE); 5. Ken Marecak (AJS).

PREM HWT INT: 1. Robert Ganner (Mat); 2. Rick Doughty (BSA); 3. Derrell Johnson (Tri-Gre); 4. Fred Mork (RE); 5. James Jenny (BSA).

PREM LWT EXP: 1. Mike Atkins (BSA); 2. Robert Ginder (Gre); 3. Don Schmutzler (BSA); 4. Gerry Marshall (F-B).

PREM LWT INT: 1. Terry Sterrett (Tri); 2. Sonny Anderson (Gre); 3. Rob Stickler (Tri); 4. Jim Sprafke (Gre); 5. Nelson Burrell (Tri).

PREM LWT NOV: 1. Doug Shepherd (Gre); 2. Chris Makynan (BSA); 3. Gayle Kallevig (Gre).

BRIT CLSC INT: 1. Rich Hedwall (BSA).

MDRN CLSC EXP: 1. Ron Anderson (Hon); 2. Thomas Hedwall (Oss); 3. Bill Brokaw (Mon); 4. Rich Baulch (Was).

MDRN CLSC INT: 1. John McClelland (Suz); 2. Terry Wheeler (Oss); 3. Ed Roderick (Hon); 4. Cap Kunej (Suz); 5. James Sinclair (Suz).

MDRN CLSC NOV: 1. Frank Stroman (Suz); 2. Doug Baker (Yam); 3. Drew Sprafke (Yam); 4. John Spencer (Bul); 5. Melvin Heffron (Oss).

SPTMN INT: 1. James Smith (C-A); 2. David Leahy (Yam); 3. Brian McKenna (Hon); 4. Patrick Leahy (Kaw); 5. Gary Davis (Hon).

SPTMN NOV: 1. Joe Busby (Hon); 2. John Bogus (Bul).

WOMEN NOV: 1. Jann Nesshoefer (Bul).

MOTOCROSS

PREM LWT EXP: 1. John Sawazhki (Gre); 2. Allen Wenzel (Dot); 3. Bob Ginder (Gre).

PREM LWT INT: 1. Dan Vitaletti (Gre); 2. Kenny Sykes (Gre).

PREM LWT NOV: 1. Terry Sterrett; 2. Reese Dengler (Jaw); 3. David Dean (Hon); 4. Harry Higgins (BSA).

PREM LWT II EXP: 1. David Boydston (Mon); 2. Rick Doughty (Ric-BSA); 3. Robert Poole (BSA); 4. John Sawazhki; 5. Hugh Weaver (Bul).

PREM LWT II INT: 1. James Jenny (Mon); 2. David Wilson (Hus).

PREM LWT II NOV: 1. Terry Sterrett (BSA); 2. Dave Duane (AJS); 3. Quincy Britt (Oss); 4. Maury Adams (Tri).

PREM 500 EXP: 1. Rick Doughty (BSA); 2. Peter Ford (BSA).

PREM 500 INT: 1. Peter Cruttenden (Tri-BSA); 2. John Ford (Vel); 3. Ken Marecak (BSA); 4. James Jenny (BSA); 5. David Breetwor (Mat).

PREM 500 NOV: 1. Hank Wenzel (Nor); 2. Harry Higgins (BSA); 3. Jim Walker (BSA).

PREM 500 II EXP: 1. Joe Busby; 2. David Dewhurst (Ric-BSA); 3. John Geer (BSA); 4. Barry Higgins (Ric-BSA).

PREM 500 II INT: 1. John LeFevre (Hus); 2. Kenny Sykes (Gre); 3. Ken Marecak (BSA); 4. James Jenny (Ric-BSA); 5. Fred Mork (CZ).

PREM 500 II NOV: 1. David Van Stelle (Duc); 2. Craig Nesshoefer (BSA); 2. Craig Nesshoefer (BSA); 3. Tim Van Stelle (Duc); 4. Tom Van Stelle (Duc).

PREM TWIN EXP: 1. Danny Davies (Tri).

PREM TWIN INT: 1. Jim Sprafke (BSA); 2. David Rogers (Tri); 3. Gerald Rogers (AJS).

SPTMN 125 EXP: 1. Randy Kirschbaum; 2. Brock Suter (C-A); 3. Tim Weaver (Bul); 4. Greg Bastek (Hon); 5. Richard Lundgren (Hus).

SPTMN 125 INT: 1. Jack Surber (Hon); 2. Rich Baulch (Mk); 3. Howard Bennett (Hon); 4. James Smith (C-A); 5. Gary Gibbs (Hon).

SPTMN 125 NOV: 1. John Haupt (Hon); 2. John McNees (Hon); 3. Tom Bogus (Bul); 4. Chad Schrock (Yam); 5. Bill Anderson (H-D).

SPTMN 250 EXP: 1. Graham Barber (Hon); 2. Tim Weaver (Bul); 3. Brock Suter (C-A); 4. Greg Bastek (Hon); 5. Tony Glassier (Hon).

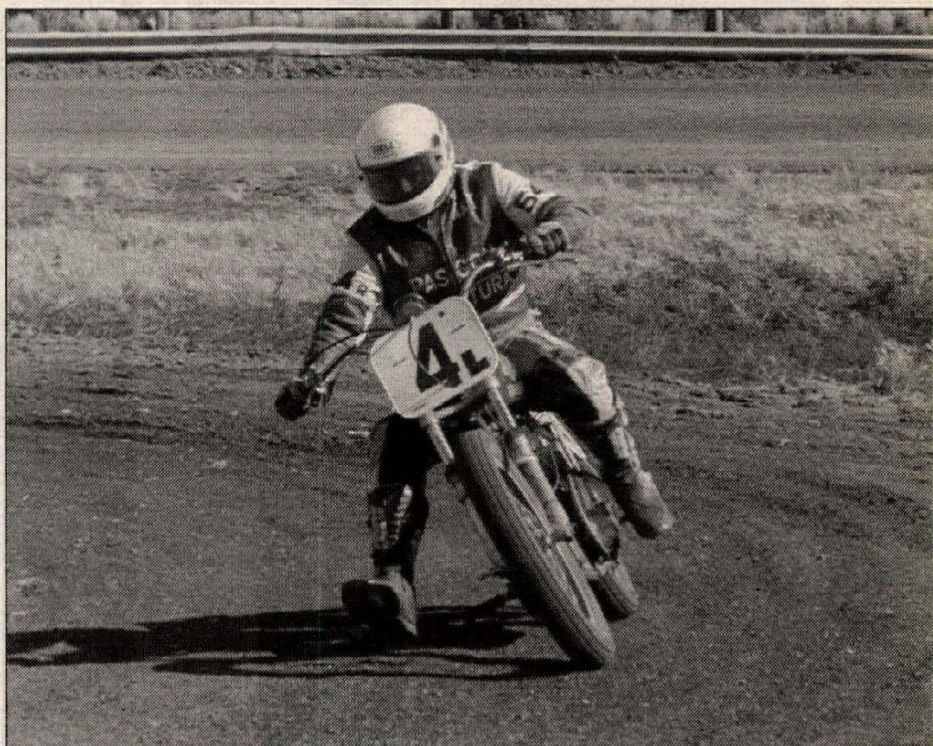
SPTMN 250 INT A: 1. Gayland Bennett (Hon); 2. Paul Miller (Hon); 3. Terry Wheeler (CZ); 4. Blake Wilson (Hon); 5. Greg Tagaris.

SPTMN 250 INT B: 1. Morrill Griffith (Yam); 2.



Barry Higgins balanced to third place in the Premier Heavyweight Expert trials class.

Arthur Carter powered to three class wins in the flat track and TT races.



Rich Baulch (Pen); 3. Howard Rantz (Suz); 4. Wayne Nix (Hon); 5. Ken Gerard (Hon).

SPTMN 250 NOV: 1. Jason Ezell (Hus); 2. Thomas Rogers (Hus); 3. John McNees (Ric); 4. Stephen Nace (Oss); 5. Pierre Mulacek (Bul).

SPTMN TWIN EXP: 1. Steve Monger (Che-Tri); 2. Daryl Hambleton (Tri); 3. James Sinclair (Ric-Tri); 4. Jack Ausmus (BSA).

SPTMN TWIN INT: 1. David Dewoina (BSA); 2. Myron Lapka (Tri); 3. Rod Schrage (Ric-Tri); 4. Anthony McDowell (Ric-Tri); 5. Rob Stickler (Ric-Tri).

SPTMN TWIN NOV: 1. Bob Kile (Tri).

SPTMN 500 EXP: 1. Graham Barber (Hon); 2. Barry Higgins (KTM); 3. Chris Sundstrom (Hus); 4. Brad Waterland (Hus); 5. Gary Davis.

SPTMN 500 INT A: 1. George Golling (Mai); 2. Don Gibbs (Mai); 3. Robert Peterson (Hus); 4. Randy Pew (Bul); 5. Rick Oestricher (Hus).

SPTMN 500 INT B: 1. Doug Gardner (Mai); 2. Robert Schultz (Bul); 3. John LeFevre (Hus); 4. Roger Norris (Suz); 5. Joe Linza II (Suz).

SPTMN 500 NOV: 1. Henry Dominik (Hus); 2. R.Q. Old (Mai); 3. Quincy Britt (Hus); 4. Larry Williams (Mai); 5. David Van Stelle (Duc).

WOMEN INT: 1. Heather Larson (CZ); 2. Mindy Hambleton (Tri).

WOMAN NOV: 1. Jann Nesshoefer (Bul); 2. Suzanne Sneed (CZ).

+30 EXP: 1. Graham Barber (Hon); 2. Chris Sundstrom (Hus); 3. Steve Monger (Che-Tri); 4. Rick Lundgren (Hus); 5. Daryl Hambleton (Tri).

+30 INT A: 1. Morrill Griffith (Yam); 2. Robert Peterson (Hus); 3. Rich Baulch (Pen); 4. George Golling (Mai); 5. Wayne Nix (Hon).

+30 INT B: 1. John LeFevre (Hus); 2. Gayland Bennett (Hon); 3. Jack Baughman (Hus); 4. Rick Heidman (KTM); 5. Blake Wilson (Hon).

+30 NOV: 1. Joe Linza (Rok); 2. Thomas Rogers (Hus); 3. John McNees (Ric); 4. Ken Lusk (CZ); 5. Joe Anderson (Oss).

+40 EXP: 1. Barry Higgins (BSA); 2. Randy Lewis (Mon); 3. Phil Hanford (CCM); 4. Hugh Weaver (Bul); 5. Robert Poole (BSA).

+40 INT A: 1. Ken Gerard (Hon); 2. John Bertalan (Hon); 3. Howard Bennett (Hon); 4. Vic Curti (Oss); 5. David Dewoina (BSA).

+40 INT B: 1. Ron Melton (Oss); 2. Robert Doran (Mai); 3. Heath Hubbard (Hus); 4. Dale Greenhalgh (Oss); 5. Morris Stoumen (CZ).

+40 NOV: 1. John McClelland Jr. (Yam); 2. Joe Linza; 3. Henry Dominik (Hus); 4. Stephen Nace (Oss); 5. Randy Sneed (CZ).

+50 EXP: 1. John Geer (BSA); 2. Jim McClinton (CCM); 3. Danny Davies (Bul); 4. Jean Ramsay.

+50 INT: 1. Ken Marecak (BSA); 2. Curt Ayres (Hus); 3. David Ezell (KTM); 4. Bill Morando (Hus); 5. Virgil Elings (Hon).

+50 NOV: 1. R.Q. Old (Mai); 2. Joe Monger (Hon); 3. Thomas Brown (CZ); 4. Kay Mann (BSA); 5. J.P. Henry.

ROAD RACE

PRE-40: 1. Stewart Rogers (Nor); 2. Blake Wilson (Ind); 3. Erich Bley (BMW); 4. Butch Baer (Ind); 5. Ozzie Auer (BMW).

CLASS C: 1. Stewart Rogers (Nor); 2. Blake Wilson (Ind); 3. Gordon Menzie (Tri); 4. Tim Stancill (Mat); 5. Erich Bley (BMW).

CLSC 60s: 1. Stephen Mathews (Mat); 2. Andrew Tarnik (BSA); 3. Rusty Lowry (H-D); 4. Bobby Winters (BSA); 5. Stewart Rogers (Nor).

200 GP: 1. Sven Bley (Mai); 2. Chris LaCruze (Bul); 3. Michael Green (Duc); 4. Byron Blend (Hon); 5. Ken Lighthouse (BSA).

250 GP: 1. Michael Green (Duc); 2. Sven Bley (Mai); 3. Chris LaCruze (Bul); 4. Byron Blend (Hon); 5. J. Richardson (Duc).

350 GP: 1. Michael Green (Duc); 2. Chris Gordon (Hon); 3. Edward LaCruze (Duc); 4. Steve Arnett (Duc); 5. Harold Parks (Duc).

500 PREM: 1. David Roper (Mat); 2. Jonathan Terry (Hon); 3. Michael Green (Duc); 4. Ralph Auer (BMW); 5. Bill Anderson (H-D).

SPTMN 350: 1. John Whitlock (Duc); 2. Greg Tagaris (Duc); 3. Russell Foard (Hon); 4. Tom Grimm (Hon); 5. David Chrono (Duc).

SPTMN 500: 1. Ralph Auer (BMW); 2. Rick Doughty (BSA); 3. Tim Stancill (Hon); 4. Tom Antor (BSA); 5. Tom Grimm (Hon).

SPTMN 750: 1. Randy Bradesku (BMW); 2. Keith Martin (Tri); 3. Rodd Lighthouse (Tri); 4. Tom Antor (BSA); 5. James Comstock (Nor).

F-250: 1. Rick Doughty (Yam); 2. Sven Bley (Mai); 3. John Louck (Rok); 4. John Haberbosch (Mon); 5. Brian Dawson (Suz).

F-500: 1. John Louck (Rok); 2. Rich Levert (Hon); 3. John Christner (Yam); 4. Rich Baulch (Kaw); 5. Norbert Nickel (Yam).

F-750: 1. Peter Watson (BMW); 2. Kurt Mund (BMW); 3. Greg Frazier (BMW); 4. Bob Goodpaster (Nor); 5. Calvin Lewis (Nor).

F-VINT: 1. Randy Bradesku (BMW); 2. Peter Watson (BMW); 3. Jonathan Terry (Hon); 4. Rich Levert (Hon); 5. Keith Martin (Tri).

OFF-ROAD

Best in the Desert Grand Slam Series: Round 4



Larry Roeseler (shown) and Danny Hamel were an unbeatable pair at the Tonopah 300 team race in Nevada.

Roeseler/Hamel have their hands full in Tonopah 300

By Anne Van Beveren
Photos by Tom Van Beveren

TONOPAH, NV, SEPT. 18

Teamed together for a 230-mile dash through the Nevada desert, Kawasaki's Danny Hamel and Larry Roeseler make a formidable pair.

But the odds-on favorites at this year's Tonopah 300 team race got a run for their money in the early stages of the five-and-a-half hour sprint from Colorado's Jim Gray, who was teamed with first-time desert racer Donnie Books on a privateer Kawasaki KX500.

At the end of the first circuit of the 77-mile figure-eight course, the factory backed KX500 racers were surprised to find themselves half a minute behind the Colorado duo on adjusted time, but a stepped-up pace, coupled with trouble-free rides in the second and third laps, put them comfortably ahead when the checkered flag finally fell.

After five hours and 18 minutes of dusty racing, Hamel and Roeseler crossed the line with an eight-minute lead and parlayed their \$330 entry fee into a \$550 check for the Open Pro win.

"I like team races - especially when I'm teamed with Hamel," said Roeseler. "They are longer races and more things can happen. The bike gets ridden a little bit harder, and it makes for a more interesting race."

The fourth round of the Casey Folks-promoted race series was sponsored by

Kawasaki Team Green and drew 105 two-man teams, and one two-woman team, to Tonopah, Nevada, a remote former mining town midway between Las Vegas and Reno, best known recently as the development site of the Stealth Bomber.

The event began at 7:40 a.m. with a police-led parade from the impound area at the Station House Hotel and Casino to the starting line on an abandoned highway two miles south of town.

The morning was chilly with a steady breeze as the racers lined up two abreast on the starting grid behind Hamel, who had drawn the number one starting spot.

Hamel was hard on the gas when the starting light flashed green for the first time at 8:00 a.m. and got the drop on KTM racer Daryl Folks, who shared the front row. The Team Green racer powered through the left-hand corner that led off the pavement and was shifting hard as he disappeared in a cloud of dust on the high-speed road that headed east into the 39-mile first half of the figure eight. The rest of the field followed, two bikes at a time every 30 seconds, for half an hour.

Ted Hunnicutt's bid for 250cc Pro honors hit the skids just three miles

from the start when he wrapped a length of wire in the rear wheel of his Kawasaki KX250.

"I hit the berm in a right-hand turn and there was a pile of wire right there," said Hunnicutt. "Joey Lane dropped his fanny pack off for me, but he didn't have anything in there that helped. I spent about 20 minutes trying to get the wire out."

Brandon Gerber, who was riding in the Four Stroke Expert class, was forced to drop out of the race a few miles from the start when his ATK broke a rocker arm. Open Expert Andy Nelson's hopes, meanwhile, deflated 15 miles into the race when he suffered a rear flat while leading his class and had to finish the first half of loop one on the rim.

Ron Mitchell rode a rear flat for 15 miles before it ended his race near the 28-mile mark.

"I finally cut the tire off and rode the rim for five miles, but it didn't like not having a tire so it (the engine) blew up," said the KX250 pilot, who walked back to his pit from the far side of Tonopah to deliver the bad news. "The bike's absolutely thrashed."

Hamel enjoyed a trouble-free opening ride and handed over to Roeseler for the 38-mile second half of the figure eight with plenty of time to spare. Roeseler had disappeared over the horizon before the next racer came into view and was a minute and a half ahead of Greg Zitterkopf, who held second on adjusted time on a box-stock KTM 250.

"My partner (Scot Harden) had the forks, shock, pipe and stuff but he didn't make it," said Zitterkopf, who bundled Jeff Capt onto the bike for the second half of the loop. "He's (Capt) not used to the bike and it's kind of beating him up, but he's doing a good job."

Third overall was held by Kawasaki KX500 racers Dave Ondas and Paul

Krause, 15 seconds ahead of the Dan Ashcraft/Johnny Campbell Honda CR500. Gray, meanwhile, handed the bike over to Books in fifth, two and a half minutes behind the leaders.

The fast terrain of the first half of the figure eight gave way to tighter, more technical trails as the second half headed southeast from the pits.

"My loop had canyons and washes and roads - a variety of stuff," said Roeseler, who had trouble finding the trail in one of the virgin areas. "I got lost briefly and that's when (Books) caught up to me."

Roeseler's time-out searching for the course, coupled with brake problems late in the loop, put Books hard on his heels, and the newcomer from Colorado was 30 seconds ahead of the desert ace on adjusted time as he followed Roeseler down pit row.

Campbell had catapulted Ashcraft's factory backed Honda CR500 into third overall, ahead of Ondas and Krause, a KTM 300 piloted by Daryl Folks and Destry Abbott, and Scott Morris and Craig Smith aboard a KX500. Capt still held the 250cc Pro lead when he handed the KTM back to Zitterkopf, five minutes ahead of the KX250 piloted by Paul Pitts and Aron Huntington, and Jeff Kawell and John Braasch had an eight-minute lead over their nearest 125cc Pro rivals.

Gray tried to keep the charge going into the second figure eight but found he couldn't keep up with Hamel in the high-speed terrain that made up the first half of the loop. To make things worse, both Gray and his partner got lost during the second circuit of the track.

Like Gray, Zitterkopf saw his chance of a high overall finish slip away in the fast opening section of the second loop.

"It's (the course) too fast for a 250cc to win on. It has some mile-long, perfect power line roads, so there's no way we will get the overall," said Zitterkopf.

And the fast sections weren't the only challenge the 250cc Pro leaders faced. A lightening fast circuit by Ty Davis that shaved five minutes off Roeseler's time in the second half of the figure eight had moved the Hunnicutt/Davis KX250 within striking distance of the KTM pilots.

As the battle continued near the front of the pack, some of the class leaders were taking it easy.

"There was no one else in our class today, so we were just out for a trail ride," said Steve Pitts, who was teamed with Mike Sixbery in the Over-38 Pro class. "All we had to do was finish to take the (series) points lead so we didn't even have to work up a sweat."

Brian Schmuckle and Dan Worley, the sole entry in the Over-30 Pro division, found themselves in a similar win-win position, and victory looked almost as certain for Jeff Kawell and John Braasch in the 125cc Class when they raced into the second half of loop two more than 10 minutes ahead of their nearest rivals.

"We had it won but the main bearing went out and our race was over," said Braasch. "That's racing, I guess. If nobody's bike broke, it wouldn't be fun."

Folks' fun was over when he picked up some wire in his rear wheel and ground to a halt in loop two. The KTM 300 pilot watched Ondas, Morris and Zitterkopf go by as he struggled to remove the wire.

"I kept yanking and pulling until it came out," Folks said. "Luckily, it was pretty rusty, but I lost five minutes at least. It felt like I was there forever and it probably lost us the race."

Further back in the field, the problems were many and varied. Some

teams had personnel problems ("If I was riding by myself, I'd be overruling it by now"), while others had disasters in the pits ("What do you mean you didn't mix all the gas? What did we just put in the bike?").

For Ashcraft and Campbell, the problem was a broken chain on a downhill eight miles into the second half of loop two.

"At the bottom of the hill I went to rev it and there was nothing there," said Campbell. "I had to run up the hill and find the chain, then fix it."

A worn-in trail, coupled with no more brake problems, gave Hamel and Roeseler faster lap times in the second loop and put them almost four minutes ahead of the competition. But a leaky dry brake that left Roeseler almost out of gas at the alternate pit had the team worried and the Kawasaki pilots decided to pull over for repairs before the final 77-mile figure eight. A new rear wheel, a new gas tank and a quick refuel put the KX500 back on track in one and a half minutes - still two minutes up on the Gray/Books KX500 in second.

Krause handed over to Ondas four minutes back in third, but a fast pit was ruined when the KX500's new rear tire went flat before the end of pit row. Ondas doubled back for a replacement but the delay bumped him back to eighth behind the Ashcraft/Campbell Honda CR500, the Morris/Smith KX500, and the 250cc entries of Zitterkopf and Hunnicutt, which were dead even on adjusted time.

Zitterkopf suffered a setback when he crashed heading out of the pits.

"I hit a couple of bumps and cart-wheeled," Zitterkopf said. "I ripped my visor off and wadded the bike up. It took a couple of minutes to get going again."

Repairs at the end of Zitterkopf's half of the loop cost even more time and the KTM 250 team had lost the physical lead to Hunnicutt and Davis when Capt headed into the final 38 miles.

"It's a bummer to lead the whole way except for 30 miles, but that's racing," said Zitterkopf, who was resigned to second place.

But his partner wasn't ready to call it quits. "I kept going as fast as I could, just hoping something would happen," said Capt, whose wish came true when he found Davis working on his KX250 10 miles from the finish.

"The air filter plugged up and I ended up ripping the whole thing off so it would run," Davis said. "It went about a mile but it sucked so much dirt it ruined the spark plug and Capt went by me when I was changing that."

Davis retook the lead with just a few miles to go, but was sidelined again when a second spark plug bit the dust.

By the final rider change halfway through the third figure eight, Hamel had more than doubled his lead and was a comfortable six and a half minutes ahead of the field. Gray and Books continued to dominate second, ahead of Ashcraft/Campbell and Morris/Smith, and the 250cc Pro battle was still too close to call. Folks and Abbott had overcome their wire problem to take eighth overall, ahead of 250cc Pros Paul Pitts and Aron Huntington, who had a setback of their own when Pitts missed a third-gear stab at his broken brake lever and ended the team's KX250 into a pile of rocks. Just two places back, Open Experts Jarrod Wheeler and Craig Baker and Brian Miller and Mark Morris continued to battle it out for the overall Sportsmen's honors.

A perfect final lap left little chance for an upset in the overall standings and Roeseler brought the Kawasaki/Answer/Acerbis/Beam/Bieffe/



The Jim Gray/Donnie Books contingent finished a very respectable second overall.

Braking/Dunlop/Don Joy/F&L/RK/IMS/Maxima/Magnum/N Style/Pro Circuit/PowerBar/Scott's Perf./Scott/Sprocket Spec./Back Canteen/MXA/Xtreme/Oakley/Bel-Ray/Dunlop/Protaper/Endura/Trick/NGK/Alpinestar/Shoei/Troy Lee/100%/LR Racing-backed KX500 home in first place with a total elapsed time of five hours and 18 minutes - seven and a half minutes faster than the closest competition.

"It got really silty and really dusty, and on the third loop when you are trying to lap the slower riders it made it that much more challenging, but I thought it was a really good course and I had fun," said Hamel.

"We had a solid ride and the bike was awesome," said Roeseler. "We had no real problems all day."

Gray and Books and their Vickery Motorsports/PJ1/Smith/Race Tec/Moose Racing/Sun Sports-backed bike also reported an almost trouble-free race.

"We both got lost in the second lap," Gray said. "A lot of the slower riders had blown through the course and knocked down a lot of the markings. The first loop was excellent, but after that it started to get chewed up a bit."

Third overall, and third in the Open Pro Class, went to American Honda/AGV/Fox/Alpinestar/Scott USA/FMF/Pro Circuit/IMS-backed Honda CR500 pilots Ashcraft and Campbell, who held off a strong challenge from the Morris/Smith KX250 throughout the final loop.

"I was trying to ride in every silt pod I could find to dust them out," said Campbell. "I thought (Morris) was going to get me for sure."

Morris finished a minute and a half behind Campbell on adjusted time and took fifth overall behind the KX500 entry of Dave Ondas and Paul Krause.

Davis's late-in-the-race problems gave Capt the edge he was looking for and the last-minute recruit brought Zitterkopf's KTM 250 home in sixth overall to take the \$520 purse for the 250cc Pro division.

"That's the way racing goes - you get good luck and you get bad luck. Today was our day," said Capt.

A crash that rounded out Davis's last loop left no doubt that the Kawasaki pilot's luck had run out.

"Coming in, I was out in the tules and a guy fell right in front of me," Davis said. "I just plowed into him. I



Dan Ashcraft (shown) teamed with Johnny Campbell and finished third overall.

A flat tire slowed the Dave Ondas/Paul Krause duo but they still finished fourth O/A.



thought I was never going to get to the finish."

Paul Pitts and Aron Huntington overcame Pitts's crash to score third in the 250cc Pro class.

A close race from start to finish put Jarrod Wheeler and Craig Baker wheel-to-wheel with Brian Miller and Mark Morris and just one minute apart on adjusted time as the top two Sportsmen teams crossed the line.

Wheeler reported no problems at all for the Open Expert Honda CR-mounted team, but Morris reported an injured knee for his partner plus broken peg springs and a broken silencer on the team's Kawasaki.

"When I saw (Wheeler and Baker) behind me, my knee got 100 percent better," said Miller, who twisted it in the early stages of the event.

Brian Schmuckle and Dan Worley completed their three loops of the course in 24th overall to take the Over-30 Pro win, while Sixbery and Pitts called it quits after two loops to take first-and last-in the Over-38 Pro division.

"We had nobody to race against but, for once, the bike ran well and everything went great," said Sixbery, whose team is sponsored by Corbin Racing, Pirelli, Answer, Acerbis, Scott and O'Neal. The partners will decide the class championship when they race against each other in the final round of the five-race series at Laughlin, Nevada.

The 125cc Pro victory went to the southern California duo of Jamie

Campbell and T.J. Jones, who brought their Husky home in 32nd overall, more than an hour ahead of the only other 125cc Pro finishers in the field. **CN**

Results

O/A: 1. Danny Hamel/Larry Roeseler (Kaw); 2. Jim Gray/Donnie Book (Kaw); 3. Dan Ashcraft/Johnny Campbell (Hon); 4. Dave Ondas/Paul Krause (Kaw); 5. Scott Morris/Craig Smith (Kaw); 6. Greg Zitterkopf/Jeff Capt (KTM); 7. Ted Hunnicutt/Ty Davis (Kaw); 8. Daryl Folks/Destry Abbott (KTM); 9. Paul Pitts/Aron Huntington (Kaw); 10. Jarrod Wheeler/Craig Baker (Hon); 11. Brian Miller/Mark Morris (Kaw); 12. Joey Lane/Jim Loh (Kaw); 13. Kurt Hintz/Dan Parrott (Kaw); 14. Jeff Boyd/Kerry Lynn (Kaw); 15. Craig Hunter/Robert Baehr (Kaw); 16. Mike Longtime/Danny Anderson (KTM); 17. Thayne Stanworth/Ed Sorenson (Kaw); 18. Scott Glimp/Floyd Bradley; 19. Pat Prosser/Gwin Vaughn (Hus); 20. Troy Kalina/Craig Deck (Hon); 21. Dal Trubey, Jr./Jason Trubey (Kaw); 22. Jay Heying/Donnie Bird (Hon); 23. Eric Larson/Nat Wilder; 24. Brian Schmuckle/Dan Worley (Hon); 25. Bob Jones/Rob Windham (Hon).

OPEN PRO: 1. Danny Hamel/Larry Roeseler (Kaw); 2. Jim Gray/Donnie Book (Kaw); 3. Dan Ashcraft/Johnny Campbell (Hon).

250 PRO: 1. Greg Zitterkopf/Jeff Capt (KTM); 2. Ted Hunnicutt/Ty Davis (Kaw); 3. Paul Pitts/Aron Huntington (Kaw).

125 PRO: 1. Jamie Campbell/T.J. Jones (Hus); 2. Stephen Tichenor/Chad Tichenor (Suz).

0-30 PRO: 1. Brian Schmuckle/Dan Worley (Hon).

0-38 PRO: 1. Mike Sixbery/Steve Pitts (Yam).

OPEN EX: 1. Jarrod Wheeler/Craig Baker (Hon); 2. Brian Miller/Mark Morris (Kaw); 3. Kurt Hintz/Dan Parrott (Kaw).

250 EX: 1. Troy Kalina/Craig Deck (Hon); 2. Eric Larson/Nat Wilder; 3. Brent Bush/Brett Gale (Yam).

125 EX: 1. Greg Smith/John Steele (Suz); 2. Jeremiah Davison/Paul Kline (Suz); 3. Paul Ziegler/David Ziegler (Suz).

4-STK EX: 1. Bob Jones/Rob Windham (Hon); 2. Nipper Alsip/A.J. Alsip (Hus); 3. John Phillips/Kurt Kutzele (Hon).

0-30 EX: 1. Jeff Boyd/Kerry Lynn (Kaw); 2. Mike Longtime/Danny Anderson (KTM); 3. Pat Prosser/Gwin Vaughn (Hus).

0-25 EX: 1. Brad Christensen/Shawn Maxfield (Yam); 2. Guy Glotkowski.

0-35 EX: 1. Jim Stott/Tim Lehee (KTM); 2. Don O'Kuly/Lee Pearson (KTM); 3. Mark Daniels/Chris Eberz (Kaw).

INTERVIEW National Reliability Enduro Champion Rodney Smith

By Chris Jonnum

The off-road and motocross segments of the American motorcycling populace have rarely overlapped. Motoheads traditionally see off-riders as laid-back wimps, while desert and woods riders view MXers as hyper, spoiled teenagers. The two groups have pretty much ignored one another, and both seemed fairly happy with the arrangement. Lately, however, current and former motocross riders have been invading the off-road world, and - like it or not - their success is impossible to deny. Any advance needs its general, and in the off-road invasion, Team Suzuki's Rodney Smith has been leading the charge.

Smith has contested AMA National MX events, spent two years on the World Championship MX GP circuit and earned four Brazilian National MX Championships, but he first caught the attention of the general off-road public last year. Smith qualified (via the AMA National Championship Reliability Enduro Series, commonly referred to as the "qualifier" series) for the six-rider U.S. World Trophy team to compete at the 1992 International Six Days Enduro by riding just three of the six qualifying events, two of which he won. Smith headed to Australia, where he did something previously assumed impossible for an American; no, he didn't win, but he came closer to doing so than any American had ever done before, finishing fourth overall in the individual results column.

Smith's feat did not go unnoticed. In '93, Yamaha-mounted national MX contender Fred Andrews switched to competing off-road, and Kawasaki hired former 125cc Western Regional Supercross Champion Ty Davis to contest selected off-road events in various series. Both have performed admirably; Davis qualified for the United States ISDE Trophy team on his first try, and Andrews is currently leading the Grand National Cross Country Series. Meanwhile, Smith has improved upon last year's success. With additional support from Suzuki, the 29-year-old from Oakley, California, won the National Reliability Enduro Championship title by topping four of six events. He has also performed well in the National Hare Scrambles Series and stands a good chance at winning that title as well. Next on the list is former 125cc National MX Champion Guy Cooper, who will be the next prominent MXer to make the switch to off-road racing.

"I think guys like Guy Cooper coming into the sport is good and bad," admits Smith. "We need him for the (ISDE) team, but I think a lot of off-road riders get discouraged. First it was me, but I think they've kind of accepted me all right. Now Ty's coming in and maybe they're saying, 'Wait a minute.' Guy's coming in and I think the more motocrossers that come in, the more the off-road guys are going to get discouraged, and they're not going to accept them as well."

"I don't consider myself a motocrosser, completely. I started off off-road riding and a lot of people in northern California know that. I grew up trail riding with my family. Every weekend we'd go into the mountains. When I was 10, 11 and 12, I did a lot of enduros. My older brother was into enduros and he finished third in District 36 in '82 or '81, but by then I was already into motocross. But (even then) I always trail rode. When I lived in Brazil, usually one day a week I'd go out trail riding."

Motocrossers thought I was crazy. Even when I came home between GPs I'd ride local hare scrambles and stuff."

Still, up until last year, Smith focused his efforts on motocross, and he was quite successful at it. First he turned heads in northern California by contesting the 250cc class on a Yamaha IT125, racing the bike until he turned Intermediate. Just before he turned Pro,

different lifestyle. It was almost like family and I enjoyed it. It was a lot like here (America), and I was loving racing. I went to Italy and everything was so laid back and there was such an old lifestyle, I never really fit in over there. They take three hours to eat lunch. I didn't really like the Italians; I thought they were stuck up. People my age looked like they were 40 already. They'd just hang out on

National Reliability Enduro round in Minden, Nevada, took place after the ISDE, and didn't award "qualifying" points). Dave Bertram said, 'Let's go ride it,' and I took my '89 RM. The next year I was trying to get something going with Suzuki but they didn't really have enough money. I talked to Dave and he talked me into riding just the west coast qualifiers and trying to qualify for Six Days on my own budget. I rode Idaho, Oregon and Washington and got seven days in, so I had one day I could screw up on. (A rider's six best days are counted when choosing the ISDE team). As it was, I won three out of four, counting Minden.

I got picked as a rookie to go to Australia."

Smith was chosen for the prestigious Trophy team, and his subsequent performance was awesome. Competing in the Open class aboard an overbored RMX250, Smith was in contention for the overall, but a mistake in a special test cost him several valuable seconds and he "settled" for fourth overall and second in class. Many were shocked at the American's performance, but not Smith.

"I wasn't really surprised. You can even ask some of my sponsors. Before I left, I was saying I wanted to win. People kind of doubted if I could do it, and I'd say, 'Okay, we'll see when it's over.' I threw it away myself, which was lack of experience. After day one I was in second place, right behind (Italian Giovanni) Sala, but I crashed in a special test on day two and that cost me about 20 seconds. I still finished fourth overall, but I think I could have done better."

"It was kind of wierd, because on the first day, I was on the same minute with Sala and Sven-Erik Jonsson, and I didn't know who they were. They were really fast, and I thought, 'What did I get myself into?' Later I found out they were some of the fastest guys at Six Days."

Though Smith was pleased with his success Down Under, he was far from satisfied, especially with the trophy team's 12th-place showing. Smith wants to improve his own result, and he would love to see the U.S. team score a win. Still, he admits that this year's event in Holland will be a tough one.

"I really don't want to say how we're going to do this year. In the back of my mind, I really don't think it's going to be a good Six Days, because of the sand. I mean, I've done GPs over there. I ride good in sand, but it's different up there. It's a different kind of sand and you're going to get guys from Belgium and Finland and Sweden and they're gonna go really fast. Czechoslovakians and Italians are going to be in the same boat we are, and they're not gonna do that good. We'll probably even do better than them, I think. It ain't gonna be an easy one. I will say that I'm the American that has the best chance of anybody. It's gonna be tough."

Smith is not one to be satisfied with anything other than first place, and has his own views on what needs to be done here at home to improve the U.S. Trophy team's finishes in future ISDE events.

"I think if we had more qualifiers here, we'd get more riders to compete because you don't have to keep time. If we had more qualifiers, I think we'd do better over there, because in Europe they have an international series and all those guys ride against each other all year long and they're ready for the Six Days. I'd like to see us have a bigger series here. Doing timekeeping's okay, but a qualifier is a race. I mean, we're balls out - not playing poker. I'd personally rather see

Smith's father bought him a YZ250, and he proceeded to win the AMA District 36 MX number-one plate in 1981 and '82. With support from Yamaha, he placed 10th in the 125cc National

the corner and drink beer and smoke cigarettes. Everything else is too expensive to do, so there was too much free time, and I'd sit around staring at the walls. I had a few friends, but not many,



PHOTO BY TOM ZARFAONANDIA

Championship MX Series in 1983. In '85, he got an offer to ride the Brazilian Championship circuit, then he collected the 125 and 250cc Brazilian National titles in 1986 and '87. During those same years, he performed well enough in the 125cc GPs that were held in Brazil and Argentina that he earned a factory ride with the Michele Rinaldi-managed Chesterfield Suzuki team for 1988. Smith moved to Parma, Italy, and while he finished third in '88 and seventh in '89 on the 250cc GP circuits, he wasn't happy in Europe.

"When I was in Brazil it was fine," says Smith. "I had a lot of friends and a

and that's when I started missing home. I wanted to come back and I didn't care about the money anymore. I just wasn't comfortable and I finally got tired and came home."

Once back, Smith again dabbled with the National MX circuit, finishing third in the 125cc class at Unadilla and fourth at Axton, Virginia. He nearly won the class at Mt. Morris, Pennsylvania, but a flat tire and an inopportune crash thwarted his efforts. After racing a few more Nationals in '91, Smith returned to his off-road roots.

"In '91 I rode just one qualifier, Minden, and I won that really easy. (The

Role reversal

the regular enduros go out and see more qualifiers come in. I've got a lot of local friends that ride motocross and trail ride and I'll ask them to come ride an enduro at Minden or something. They go, 'Oh, well I don't have a speedometer or a clock.' I tell them they don't need it and explain how it works, and they go, 'Oh, that would be cool.'"

Though his preference for the "qualifier" series is obvious, Smith - not one to limit his options, has also been contesting the National Championship Hare Scrambles circuit for the first time this year. He was leading that series until he failed to score at round five and sat out round six, but two "throw-away" rides are allowed, and with one round remaining, he sits in second place with a good shot at earning the title.

"At the end of last year, Kawasaki called me and asked if I wanted to ride the whole qualifier series and do Six Days. I thought that was weird because last year they could have cared less about it (the series). I don't like to burn bridges, and Suzuki gave me my first shot. Also, Kawasaki said they wanted me to do just those races and if I wanted to do hare scrambles or whatever, I'd do it on my own. I wanted to do more than that. I wanted to get a couple championships going.

"The two (qualifiers and hare scrambles) are totally different. A qualifier is a five-minute sprint and hare scrambles are three hours of hard riding. I couldn't decide on the cross country series or the hare scrambles series, but I chose hare scrambles because it has a little more recognition. As it turned out, I did quite a few cross countries anyhow, but couldn't quite do the whole series. It's kind of different for me because the tracks are all new to me. Same with a lot of races on the qualifier series. Having the experience always helps."

Though he still stands a shot at winning the hare scrambles series, Smith suffered a setback at the sweltering fifth round in Hookstown, Pennsylvania. There, Smith was leading on the final lap when he passed out. No one - including Smith - is sure exactly what happened.

"My water bottle broke in the third turn, and covered me with water," explains Smith. "I thought it was gas, but on the second lap, I went to take a drink and realized what had really happened. It was really hot. Duane Conner pulled out at the halfway point after we were dicing, and Scott Plessinger fell with about half a lap to go and almost quit. I never felt weak, but I don't know exactly what happened. Some people say I fell and hit my head, but I don't think so. Luckily, the ambulance was close by, and they put me on an air flight to the hospital. I guess they said on the flight that they didn't think I was going to make it, but I woke up in the hospital in the middle of the night.

"The next round was two weeks later, and I almost rode it. I bought the plane ticket and everything, and I felt pretty good, but I was still getting headaches. I decided it would be better to just wait and prepare for the last few rounds, and do my best to win those. I've used up both my throw-aways, but I should still do pretty good as long as I don't screw up."

Smith will be under considerable pressure to perform well at the final hare scrambles round, and while he faced little scrutiny at last year's ISDE, all eyes will be on him in Holland this October. But don't count him out. After all, we're talking about a guy who finished as the highest-ever placing American in his first-ever Six Days, and who scored the National Reliability Enduro Championship on his first try. Now that he's got some experience under his belt, Smith should be unstoppable.

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OFF-ROAD AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series: Round 9



Fred Andrews (207), Jeff Russell (9) and Jan Hrehor (3) charge off the start line.



Scott Summers earned the overall win, adding a bright spot to an injury-plagued season.

Summers is back with Hardrock win

By Davey Coombs

BUNNER RIDGE, W.V., SEPT. 19

Team Honda's Scott Summers, a three-time Grand National Cross Country Champion, finally scored his first win of the 1993 series at the Hardrock 100. Summers, plagued all season with injuries, pulled away from current series points leader Fred Andrews in the first hour and was never headed again in the three-hour race.

Andrews, aboard a Yamaha WR250, settled for second, while Vet A class winner and four-time National Enduro Champion Terry Cunningham finished a GNCC series high third overall. Lancaster Sport Cycles team boss Tim Shephard finished fourth overall - another season-high - and 200cc A class leader Craig Jones was fifth in the adjusted overall scores.

"I'm glad to be back and relatively healthy, though I'm still in a lot of pain," said Summers, who lists his neck, back, wrist and, most recently, his shoulder as body parts that have been injured this season. "I took a bunch of Advil before the race and dissolved some aspirin in my CamelBak water supply. My body was hurting, but not so bad that it affected my performance."

Summers also thanked his sponsors American Honda, Bridgestone, Answer, Tsubaki, HondaLine Oils and Chemicals, Oakley, PowerBar, Wiseco, AlpineStar, Specialized, Throttle Jockey, White Bros., CamelBak and Arai. "You can throw the aspirin people in there, too, if you want!" joked Summers.

The Bunner Ridge course, which winds around a mountain top owned by World War I veteran Colonel Jack "Hardrock" Bunner, measured nine miles per lap. The trails were mostly tight and rocky, with few areas for the competitors to rest. There was also a notorious hillclimb section with three routes of varying difficulty, dubbed by trail boss Jerry Huffman as Papa Hill, Mama Hill and Baby Hill. The trail that Huffman designed was a throwback to the old days of woods racing, with lots of steep uphill and downhill and some extensive rock gardens. "Survival-of-the-fittest," is how Huffman described his trail.

Andrews led the first row of Pro class riders into turn one after what was supposed to be a dead-engine, green flag start. However, Andrews unintentionally started his bike early.

"The old guy, Mr. Hardrock, I think, was supposed to start the race," said

Andrews. "They said at rider's meeting that we could go when he starts moving to go, but he must have flinched or something, because I started my bike. I looked down the line and no one else had started, so I kind of sat there thinking, 'What do I do now?' Then the referee helped the old guy throw the flag for real and we all just took off."

Team KTM's Jeff Russell was closest to Andrews as they entered the woods, but soon Andrews lost several positions.

"It wasn't half a mile before Fred took a bad line and everyone got around him," said Summers, who started out fifth. Then J.R. (Russell) let me by about a quarter way around and I had the lead until Fred caught back up. We rode together for the first lap or two, trading places, kind of feeling out the course and each other."

"I got the start but I took the long way around a section and everybody got by," said Andrews. "I took a right when I should have gone left. Once I got back in the pack Duane Conner and J.R. let me go by them. Pretty soon I caught Scott and we followed each other around for about a lap. Neither of us were going too fast at that point."

At the end of the first completed lap Andrews led Summers by just a few bike lengths. Summers, in turn, had a lead of about 40 seconds on Team Yamaha's Jan Hrehor, who withdrew from the race after a big crash left him with a bruised tail bone and a damaged motorcycle. Russell also took an early trip home.

"I'm just getting over a broken collarbone," said the 1991 AMA National Enduro Champion. "I've been out for about six weeks and, I gotta tell ya, it's hard to just get back on your bike and go as fast as these guys. I figured after half a lap that I wasn't ready for this kind of racing yet."

Team Husqvarna's Duane Conner also quit the race due to mechanical difficulties.

"We were together at the barrels after a lap," said Andrews of his early duel with Summers. "I passed him for the lead but then overshot a turn, then after he passed me, he overshot one and I'm back in the lead again. I tried to get away from him and soon I thought I had about 15 seconds on him - I could barely hear him. Then a rock put me in a tree."

"Fred fell in a ravine," said Summers of his rival's spill. "Something caught

his handlebar, I think. I figured that was my chance to get away from him. If he couldn't key off me maybe he wouldn't be able to get the pace and catch back up. But I fell and the bike went upside down and stayed there, flipped over on the bars and rear fender like a bicycle. I figured Fred would pass me, but I got going again before he got close. I think he had some more problems but then just decided to hold on to second."

"He was ahead, I could see him, but then I fell again and that was it," said Andrews. "I tried hard but it didn't seem like I was making up any time. A second is as good as a first to me at this point in the series."

"It was pretty uneventful after Fred and I lost contact with each other," admitted Summers. "There was a point where I hurt my shoulder again (Summers is just getting over a shoulder injury) and I went slow for about half a lap. I tried to do the Papa Hill each time, though I did get stuck one lap. Some people grabbed my fork legs and helped me up to the middle plateau, then I made the second section with no problem."

"I know I can stay with Scott, I just can't fall down," said Andrews. "I went down three times in one lap, which messed me up a lot as far as beating him today goes."

As far as the rest of the series goes, Andrews knows his grip on the title is firm for now.

"Scott can still win, but he has to win every race. Anybody who beats him will give me help, but I plan on raining on his parade myself."

The crafty Terry Cunningham came up through the ranks from the third row of Vet A riders to occupy third overall at the finish aboard his Kawasaki KX250. The effort was the former National Enduro champ's best cross country finish this season and allowed him to jump up to 12th in the overall standings.

"I was originally fifth overall but after they adjusted the times, I ended up fourth overall," said Yamaha-mounted Tim Shephard, a 34-year old veteran from Lancaster, Ohio. "Cunningham got away from me at the start. He was out front but I was back in sixth or seventh. I saw him up front but I just couldn't get close because the guys between us were hard to pass. I got to within 30 seconds of him as we were getting the white flag at the barrels for last lap. I caught and passed Blackwell, but then I stalled twice on the big hill and ended up pushing the bike over. I guess that's where he got away from me for good. I just gotta get a start next time."

Fifth overall was Pennsylvania's Craig Jones, the undisputed king of the

200cc A class so far this season. Jones equaled his season-high of fifth overall while building a lead of just less than two minutes on class runner-up (and seventh overall) Daryl Conner. Jones, who is supported in part by Gear Racewear, Race Tech, No Fear, BT Racing and Scott, has won the 200cc A class five times so far this season.

Team Green's Doug Blackwell was sixth overall aboard a Kawasaki 650 four-banger, but he won the unofficial sportsmanship award for stopping to check on and assist fallen rival Jan Hrehor.

Classic Cycles/Gear/MJ USA/AGV/Maier/WD40-supported Gene Onail added third 250cc A win of the series to his resume aboard a Kawasaki KX250. Onail claimed eighth overall in the process, just in front of third-place 200cc A rider Jeff Lauth.

The Four-Stroke A leader was, once again, Gary Roach on a New Lex Honda/Maier/AXO/Sprocket Specialists/Shoei/Pro-Vue-backed Honda XR250. Roach, 30, worked his way into 10th overall at the finish. His closest rival in the thumper field was New Lex teammate Rodney Judson, who occupied 19th overall at the checkered flag.

Lineman Cycle-Gear Racewear rider John Vincent topped the Open A class, while Vents/Dirt Works/KAB/Bryan Photo-sponsored Rick Bryan ran second. Lojak's Yamaha rider Shawn Brell rounded out the top three in the class. Todd Morain was the second fastest of the 250cc A class, and Eric Weiland was third.

Terry Mealer was the top Senior A rider, besting a talented class that included Joseph Hull, John Gallagher and Joe Lojak.

Results

O/A: 1. Scott Summers (Hon); 2. Fred Andrews (Yam); 3. Terry Cunningham (Kaw); 4. Tim Shephard (Yam); 5. Craig Jones (Kaw); 6. Doug Blackwell (Kaw); 7. Daryl Conner (Kaw); 8. Gene Onail (Kaw); 9. Jeff Lauth (Kaw); 10. Gary Roach (Hon); 11. Rick Kresic (Yam); 12. John Vincent (Yam); 13. Curtis Bardonner (Yam); 14. Todd Morain (Yam); 15. Robert Bennett (Kaw); 16. Richard Bryan (KTM); 17. Eric Weiland (Yam); 18. Brian Keegan (Yam); 19. Rodney Judson (Hon); 20. Dave Santi (Yam).

PRO O/A: Summers; 1. Andrews; 2. Blackwell
OPEN A: 1. Vincent; 2. Bryan; 3. Shawn Brell (Yam); 4. Bob Ellis (Kaw); 5. Dan Palermo (Yam).

250 A: 1. Onail; 2. Morain; 3. Weiland; 4. Keegan; 5. Santi.

200 A: 1. Jones; 2. Conner; 3. Lauth; 4. Bardonner; 5. Bennett.

VET A: 1. Cunningham; 2. Shephard; 3. Kresic; 4. John Sherry (Kaw); 5. Gallie Ward (Yam).

4-STRK A: 1. Roach; 2. Judson; 3. Tracy Warrington (Hon); 4. Don Bohn (KTM); 5. Steve Holbert (Hon).

SR A: 1. Terry Mealer (Yam); 2. Joseph Hull (Yam); 3. John Gallagher (KTM); 4. Joe Lojak (Yam).

S/SR A: 1. Dave Coombs (Yam); 2. James Derek (Yam).

OPEN B: 1. Richard Lukaesko (Yam); 2. David Gaitan, Jr. (Hus); 3. Robin Miller (Hon); 4. Adam Karliski (Hon); 5. Craig Goemmer (KTM).

250 B: 1. Clint Bardonner (Yam); 2. Darius Lattea (Yam); 3. Jeffrey Hupp (Kaw); 4. Trent Bartolotti (Hon); 5. James Rodgers (Yam).

200 B: 1. Shawn Belleville (KTM); 2. Robin Spacht (Kaw); 3. Paul Chaney (Kaw); 4. Chris Shaffer (Suz); 5. Todd Callihan (Kaw).

4-STRK B: 1. Barry Hawk (Suz); 2. John Shaffer (Hon); 3. Mark Martin (Hon); 4. Daryl Gaitan (Hus); 5. Ralph Thorn (Hon).

VET B: 1. Fred Bashor (Suz); 2. Paul Michels (ATK); 3. Randy Mansberger (KTM); 4. Gregory Rzeplinski (Yam); 5. Adam Cadle (Yam).

SR B: 1. Mark Maddox (KTM); 2. Shelby Murray (Yam); 3. Robert Cox (KTM); 4. Frank Erbe (Yam); 5. David Dehner (Kaw).

S/SR B: 1. Donald Harless (Yam); 2. Dennis Zinz (KTM); 3. Stephen Elbon (Kaw).

125/200 C: 1. Jim Jarrett (Suz); 2. Scott Fontaine (Kaw); 3. Andy Thorn (Yam); 4. Guy Stump (Kaw); 5. Thomas Grogg (Kaw).

250/OPEN C: 1. Tony Taraborrelli (Yam); 2. Gary Bunner (Suz); 3. Theodore Zak (Yam); 4. Greg Ferrence (Kaw); 5. Brian Moore (Kaw).

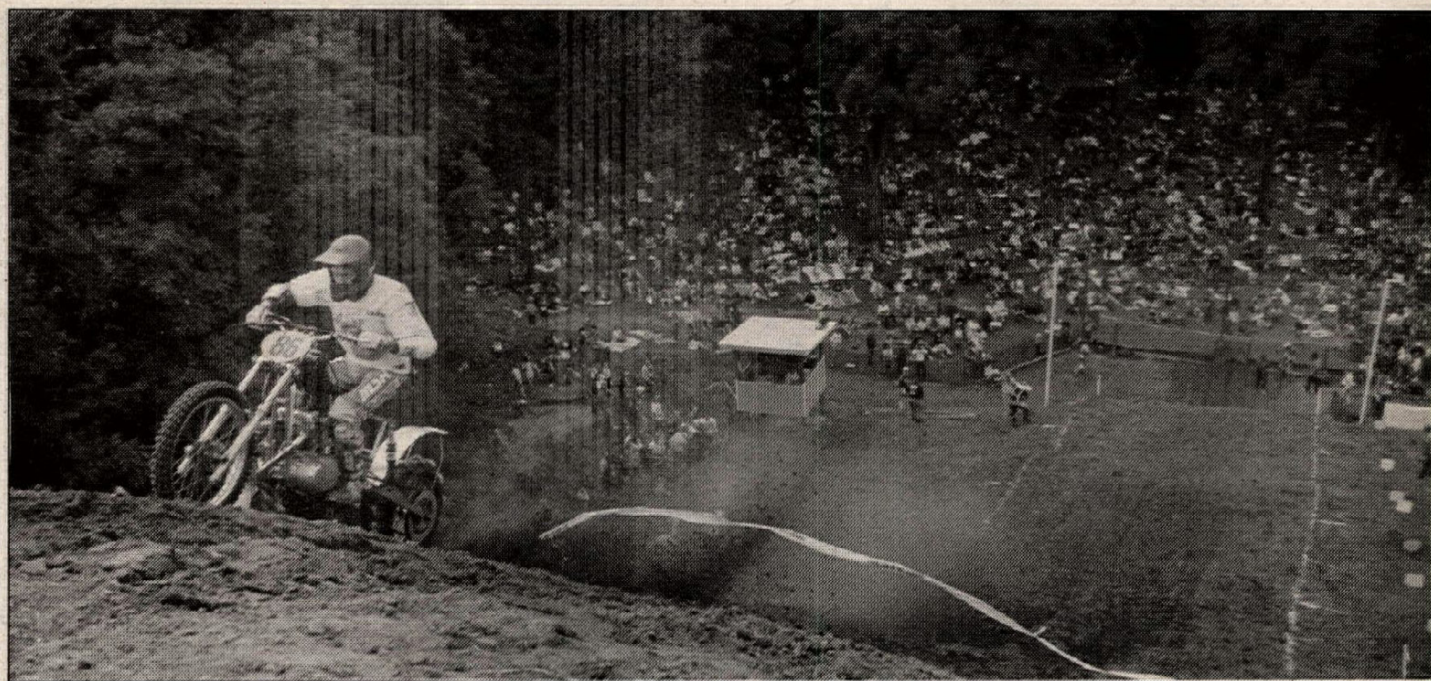
TRAIL: 1. Andy Bealko (Kaw); 2. Mark Schmidt (Hon); 3. Charles Burkhardt (Hon); 4. Robert Hull (Kaw); 5. Michael Kubincanek (Yam).

MINI: 1. Jeremy Berwanger (Kaw); 2. Matt Yukevich (Suz); 3. Travis Swann (Suz).

AMA GRAND NATIONAL C'SHIP CROSS COUNTRY SERIES POINT STANDINGS (After 9 of 13 rounds): 1. Fred Andrews (151/3 wins); 2. Scott Summers (109/1); 3. Jan Hrehor (96/2); 4. (TIE) Tom Norton/Doug Blackwell (94); 5. Tim Shephard (73); 6. Craig Jones (71); 7. Blair Sharpless (64); 8. Scott Pressinger (63/2); 9. Gene Onail (62); 10. Gary Roach (59); 11. Terry Cunningham (58); 12. Rodney Smith (54/1); 13. (TIE) Randy Hawkins/Larry Roeseler (48); 14. Ty Davis (42); 15. Dwain Miller (36); 16. Duane Conner (33); 17. Jeff Russell (32); 18. (TIE) Mark Hyde/Brian Keegan (29).



Multi-time 540cc Champion Tim Frazier flew to seventh place in the 800cc class.



Leon Everett brakes the tape at the end of his run. An estimated 2500 spectators watched the action.

Pinsonnault, Gerencer Jr. gas it at Goshen

By Jay Herndon

GOSHEN, IN, SEPT. 19

Paul Pinsonnault and homestate hero Lou Gerencer Jr. thundered up the Goshen Iron Horsemen M.C.'s hill, taking wins in the 540 and 800cc classes, respectively. The Red Team's Gerencer Jr. threw a high rooster tail from his nitro-burning Harley-Davidson, putting on a show as he flew from jump to jump, while Pinsonnault put on a similar show on his nitro/alcohol-fired Honda.

The 150-foot hill, known for its dangerous landing area on top, was treated with over 400 loads of clay to make it safer.

"We're trying to improve conditions and make things easier for the riders," said club president Larry Wenger. "The club members who worked on the hill and got the grounds ready today really deserve the credit. We just want the riders to be able to put on a good show and not worry about getting hurt."

The day started cool and breezy as the estimated 2500 spectators started entering the club grounds, and the riders took to inspecting the conditions.

"The hill looks real good," said Randy Gabriel, of the USA Team. "Looks like it's gonna be fast because it's a little wet and I think we're gonna get super traction. They've done a lot of improvements to the hill and I think the club should be commended for that; it made it a lot safer."

Scott Everett, who enjoyed a one-point lead in the 540cc division, drew honors to start the event, and lined up his Triumph for the first run. Everett launched hard off the first jump at the 30-foot mark, and landed well past the 90-foot marker, only for his rear tire to drift left towards the out-of-bounds line. He rocketed through the lights and delighted the spectators as he launched over the crest of the hill.

Zeke Wenger, the event referee, took a close look at Everett's tire marks and ruled that he had hit the chalk line and ridden out of bounds at the 125-foot mark. Everett's return in the second round produced a quick run that was

straight and had a good landing. He accelerated hard up the hill to stop the clock with a 3.6372-second time, good enough for an eventual third place.

"That second run, I couldn't have gone any faster," said Everett. "The motorcycle ran great. I did hang in the air too much, that's what got me."

Alan Hoskins, aboard his back-up Honda, started his day with a quick dismount as his bike hooked up too well and looped out before the first jump. Hoskins was better in his second run, sailing over the top with a time of 3.6161. That put him in second place in the class.

"The first round, I thought we'd need the traction, so I cleaned the hole out real good and things just got out of control and I had to let go of it. The second run we filled the hole all the way back in. I did the best I could - held her open, had a good, clean run, stayed in bounds and came out second."

As the 540cc class continued their assaults, Pinsonnault rolled into the box for his turn at the hill. Pinsonnault, second in the points battle as he started his climb, quickly changed that statistic with his single climb of the day. That run was straight and smooth, and took just 3.5152 seconds to complete.

"I think the secret today was line selection," said Pinsonnault, who took over the points lead with the class win. "I was watching where everyone else was going at the beginning of the day. I picked out a special line and kept it secret, and it worked great. I picked far left, and everyone else was pretty much in the middle. I picked that line my very first pro hill climb. It worked then; it's still there and it worked."

The first run of the 800cc competition was turned in by Richard George, aboard a Harley-Davidson. George started with a conservative climb as he rolled over the first jump and cracked the throttle open to stop the clock with a 5.6017. George returned in the second round to shave off a little more time, but his 5.1835 was not

Lou Gerencer Jr. needed just one try to turn in the winning time in the 800cc division.



quick enough to elevate him above the 11th position.

Gerencer Jr. rolled his bike into the box left of center. The rider from Elkhart, Indiana, had no problems performing in front of his home crowd, and the run was over nearly as soon as he hit the throttle. Pinsonnault's air time was smooth and straight, and he landed in the center and thundered on up with a blistering 3.3858-second run, bringing the crowd to a roar.

"One run!" said the Harley-Davidson/Gerencer Harley-Davidson/Jeff Yoder/Hog Wash/Bump Sticks-sponsored Gerencer Jr. "I came out of the hole real good, cleared the jump and had a straight run at the lights. It didn't take very long - the top of that hill came up fast."

The Red Team's strength continued to show, as Harry Schreiber's first climb was fast with a little kick to the right as he flew through the timing lights with a time of 3.7144 seconds, putting him in fourth place. Schreiber's return proved even more effective, as he fired straight up the hill and flew over the top with a 3.3980, just hundredths behind his teammate, Gerencer Jr.

"Basically, the same thing happened to me that happened to Little Louie (Gerencer Jr.)," said Schreiber. "Just that Little Louie was faster. It was .39 to .38, so we're real happy with the team finish. Lou just flew a little farther than I did."

The sound of Harleys continued to fill the air as veteran Tom Reiser put his USA Team nitro Harley-Davidson on the hill with a 3.4387-second time. His first time was a fast ride that Reiser improved on by two hundredths on his second run, putting him in third place at the conclusion of the day. Reiser still leads the points battle in the 800cc class.

"It was a good day for us, but the strategy on the first hill was (for me to) calm down and ride it just the way I wanted," said Reiser. "My wife suggested that if we could go a little harder at the bottom and jump out a little further, I'd be quicker. We got more air and the impact was much harder." **CN**

Results

540: 1. Paul Pinsonnault (Hon); 2. Alan Hoskins (Hon); 3. Scott Everett (Tri); 4. Ted Wilkins (Rtx); 5. Michael Debusk (BSA); 6. Paul Lowe (Kaw); 7. Michael Pulver (Kaw); 8. Ralph Kreeger (Tri); 9. Steven Patrick (Yam); 10. Randy Dillon (Hon); 11. Leon Everett (Tri); 12. Doug Klont (Tri); 13. Paul Garrety (Kaw); 14. William Hislop (Hon); 15. John Hislop (BSA).

800: 1. Lou Gerencer Jr. (H-D); 2. Harry Schreiber (H-D); 3. Tom Reiser (H-D); 4. Rodney Williams (H-D); 5. Greg Williams (Hon); 6. Gary Miller (H-D); 7. Tim Frazier (BSA); 8. Wallace Fowler (Suz); 9. Donald Boggs (Hon); 10. Richard George (H-D); 11. Charlie Casey (Yam); 12. Randy Gabriel (H-D); 13. Glendal Petty Jr. (Tri); 14. Mark Swem (BSA).

AMA NATIONAL C'SHIP HILLCLIMB SERIES POINT STANDINGS (After 8 of 10 rounds):

540: 1. Paul Pinsonnault (90/3 wins); 2. Scott Everett (89/2); 3. Ted Wilkins (81/3); 4. Alan Hoskins (72); 5. Paul Lowe (62).

800: 1. Tom Reiser (82/4 wins); 2. Harry Schreiber (80/1); 3. Lou Gerencer Jr. (78/2); 4. Tim Frazier (77/1); 5. Greg Williams (72).

A LOOK BACK Time Remembered

By Joe Scalzo
Photo by Walt Mahony

From 1965 through 1978, it seemed that the path to Europe for America's aspiring World Champions of road racing was patrolled and hexed by bad luck. Anybody who took up the quest for the grail suffered disaster.

Jody Nicholas, with the purest technique of them all, got drafted into the Vietnam war and vanished into limbo. Dick Hammer, the man with the most raw speed, chilled down following a rending dirt track spill. Cal Rayborn astonished the globe with victories on British short circuits he'd never seen before, then fell and died in the Antipodes just one winter afterward.

Pat Hennen, first American to win a Grand Prix in the glamor 500cc class, collected a mauling on the Isle of Man. Gary Nixon pulverized 17 or 18 separate bones in seven startling but bitterly unsuccessful campaigns. And Steve Baker, so tiny that he looked totally lost on the back of a powerhouse four-banger TZ Yamaha, at last was crowned a champion - in the controversial 750cc division - but got fired by Yamaha as a strange reward. At last it was 1978. Kenny Roberts took matters firmly in hand and started the U.S. stranglehold.

Reflecting back now, perhaps the story of the superlative Nicholas is the oddest of them all. Today he exudes an almost scholarly air with his neatly trimmed beard, precise way of speaking, and old-fashioned manners of a southern gentleman (although he has resided in California for decades). At the time he arrived in racing he looked like an innocent 10-year-old, yet possessed more than enough of the ferocity that the Sixties demanded. He and his colleagues and rivals weren't a body of homogenous risk-seekers but were radical and inspiring free spirits and individualists; when not busy with motorcycles they led private lives as soldiers, flower children, beatniks, starving artists, palm-readers, crop-dusting pilots, classical violinists, song-belted crooners, and one of them was even a mortician. Jody Nicholas was the violinist. In point of fact, he was equally proficient at the euphonium, tenor, tuba, and wind instruments generally.

He was - and remains - the one great American motorcycle racer reared with the sensitive and well-bred talents of music and language. And this led to a sensitive yet whimsical approach to racing.

Thalia and Melpomene were his beautiful and fickle girl friends. So intimate did his relations with them become that he painted their enticing faces right on the front of his crash helmet, Thalia laughing, Melpomene weeping. Who the hell were these mad females? The ancient Greeks recognized them as the arbiters of all human comedy and folly. And, they certainly arbitrated over the racing of Nicholas.

Beginnings? Nicholas was the over-educated son of a pair of passionate musicians and educators from what remained of antebellum Tennessee, linguists well-known in the higher centers of learning among the cultural quarter of Nashville.

But in the seventh grade or so he acquired a motor scooter, a crude and dangerous Doodlebug. All his horizons shifted. He found the joy of operating

such a contraption equal to the complicated pleasure of, say, working the valve trombone. His mother and father, sensitive to creativity of any sort, didn't interfere.

The subsequent rise through the ranks of Nicholas was unusual. On a borrowed bike, he participated in his first race, a scrambles field meet, winning a trophy. This helped attract the interest of the area distributor for the models of BSA, one Lonnie Martin, a confirmed drag racer. Martin was the inventor and custodian of a real beast of the quarter-mile; a barren Gold Star frame accommodating a radically preened 40-cubic inch alcoholic twin. The hybrid weighed an austere 260 pounds, and the power-to-weight advantages of Nicholas, who weighed 115 pounds dressed in a set of leotards, resulted in the then-nearly-phenomenal speed of 120 mph.

Matters moved rapidly. Nicholas went through the crash-and-burn schooling of the professional novice dirt tracker. As a second year Junior (nee Amateur), immediately showing his blacktop intuitiveness, he captured three

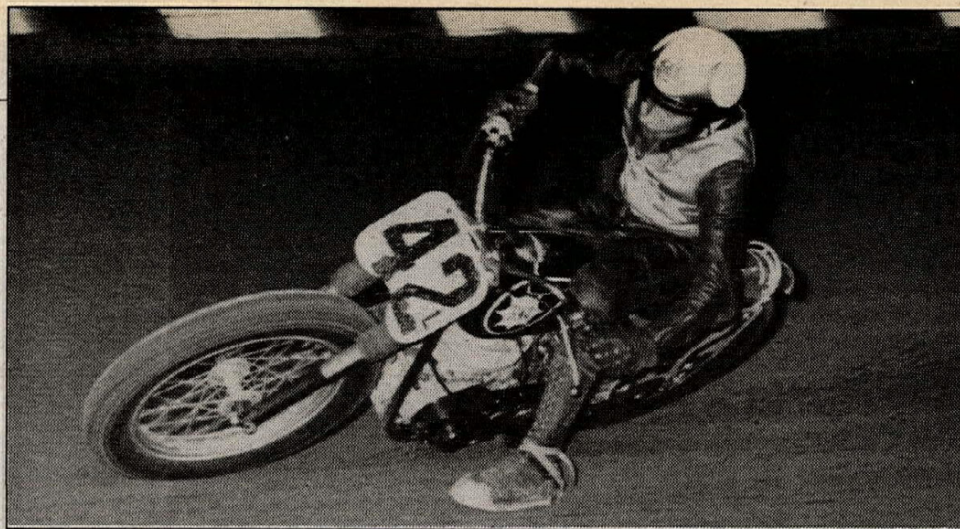
Thalia and Melpomene

road racing Nationals. He also was aided and abetted by Thalia and Melpomene. That summer at Springfield, where Carroll Resweber was wrapping up the prestigious 50-mile National, Nicholas had been lagging behind in the companion main event for Amateurs. Thalia smiled at him and Melpomene wept for the others; there occurred a multi-leader crash, and suddenly Nicholas was the afternoon's precipitous and unexpected victor.

It was now 1962 and Nicholas was a card-carrying freshman Expert in the cross-continent Grand National tournament. His traveling companions were Goethe, Schiller, Hegel, and other great German thinkers; finding nothing peculiar about combining the rigors of advanced education with those of racing, Nicholas, in the midst of earning a Bachelors Degree in German while on emergency leave from the College of the South at Sewanee, Tennessee, simply did his exam-cramming inside his motorcycle hauler, which was a clapped-out, retired, but still relatively mobile Cadillac hearse.

At Daytona, he qualified sixth fastest out of 107 starters, and his Gold Star had the technical and financial blessing of BSA's national distributors. But its throttle stuck wide open. And for almost 200 ragged miles Nicholas had to bulldog for control by jabbing the kill button: it was shorting out, and a jolt of electricity raked him with each jab. Not surprisingly, he spent every lap almost crashing, and at one point he nearly brought down Dick Mann with him. It was the most graceless pavement performance Nicholas ever experienced - and he still came in seventh.

That June he was in Los Angeles at Ascot Park, home of the werewolf BSA Wrecking Crew, where the radical Gold Stars of the exotics Gunter, O'Brien, Morley and Keen put his own to shame. And later that same summer, on a solemn Illinois day at Lincoln, Nicholas was one of just 11 Experts readying for practice laps around a dust bowl. He



The Vietnam War interrupted the promising career of dirt tracker/road racer Jody Nicholas.

was supposed to be in a group of riders that included Resweber but was late getting started. And so Nicholas missed being in the subsequent accident that passed into notoriety and history for its maiming of Resweber.

All the comedy, folly and adventures of the 1962 campaign helped convince Nicholas that flat tracking and steeple-chasing really weren't for him, but road racing was. And the road racing of this

era was still untainted by European influence. It was just as exciting as dirt tracking. That is to say, whenever the National circuit's corps of Harley-Davidson heroes left dirt tracks for paved ones,

it was to fit their KR models with weak brakes, marginal rubber, handlebars like those on the wheelbarrows of George Roeder's farm, and to deposit black tire marks all over the corners.

The KR brutes were big bastards, tough as tanks, and seemingly as heavy. And their ancient flathead engines were practically museum pieces. But that antediluvian roar! It was like an out-of-control cement mixer, and the analogy was apt, because the factory KR's faithfully ground up most Triumphs and BSAs.

And if the machinery wasn't intimidating enough in its own right, there was the Harley-Davidson personnel. Nicholas, who used to lean into corners next to them in wonder, came to the uncritical opinion that the factory Harley riders themselves, merely from the force of their warring personalities, were responsible for the KR acquiring its grotesque reputation as a malevolent, evil-handling motorcycle. Bart Markel, for one, road raced in an unending speed wobble. During a notorious Sunday at Bossier City, the fast road course in Louisiana, Markel, in a road National of only 130 miles, fell off a total of seven times. All seven were gruesome wipe-outs, and four took place on the same corner. Spills and all, and with his mased KR ready for the scrap heap, and himself feeling as if he were back in the Golden Gloves, Markel still finished in fourth place.

Dick Hammer, out of southern California's spectacular scrambles tradition, was the fastest Harley man. And George Roeder, or perhaps Ralph White, was second. But Roeder, well scarred from road and tire burns, was easily first in the pain-absorbing sweepstakes. "A real hard-ass," Markel once described him, in praise.

In June, 1963, Roeder, on Resweber's former KR, and Nicholas, on another works Gold Star BSA, went on a rampage in New Hampshire.

The National started and Nicholas led away, quickly lapping everyone but

Roeder on Loudon's climbing and falling dozen corners. And then Roeder came off at the hairpin on the last lap and surprised himself by finding Nicholas sprawled on the pavement, victim of his own rare pratfall.

Nicholas had a lap to overtake the cannonballing Roeder on the Harley-Davidson that had won four No. 1's. He did it in even less than that, and Loudon became his first victory at a National.

Nicholas had depended on dirt-track handlebars and occasionally had his boot down hot-shoeing the hairpins. Inwardly he rebelled at such crude, untidy technique. The classical musician in him demanded balance, form, symmetry, elegance. As with music and language he turned to the Old World for guidance, settling on the stiff-lipped Englishmen like Alan Shepherd who hurtled around the Isle of Man. And his other favorite was the incredible Tarquinio Provini, who up-ended factory four-cylinder Hondas for the glory of Italy while aboard his little one-cylinder Morini. Their artful moves thrilled Nicholas, and he began to imitate their styles.

At Meadowdale, Nicholas and Dick Hammer fought a war of totally opposing worlds; Hammer grappled with his bellowing KR like a be-bopper blowing jazz riffs: sliding, skidding, careening, constantly improvising. Right behind him, Nicholas and his BSA authored Bach fugues and other rigidly controlled rhythms, nailing perfect corner lines.

Nicholas was getting the better of it until Melpomene pitched a fit and sent him into the pits for an emergency refueling. But then she turned her lachrymose attentions on Hammer, too, who suddenly flattened a tire. Nicholas won again.

Certain connoisseurs of road racing now began thinking "World Champion!" and imagining Nicholas becoming the long-overdue first U.S. king of the international road. Or, at least, Bob Hansen, patron of Team Hansen and its immaculate G50 Matchless squad, so imagined. Rumors flew that Nicholas, even though he won no 1964 Nationals, was to be shipped abroad in 1965. And so it was. Unfortunately, it wasn't Team Hansen doing the shipping, but Uncle Sam. Nicholas got inducted into the armed forces.

A patriot, Nicholas offered no public complaint. And during the seasons that followed he never got sent into the Vietnam jungles, but instead performed choice tasks like catapulting E-1 Reconnaissance aircraft off the decks of carriers, and once he helped pluck an Apollo crew out of the Pacific. But from the standpoint of the history of motorcycle racing, the effects of the interruption were terrible. Nobody, in fact, will ever know how far Nicholas's racing would have taken him without the armed forces detour. And when he did at last rejoin the sport again on a full-time basis in the Seventies, almost four years had disappeared.

Everything had altered. His old BSA angels had joined with Triumph in a calamitous bid to put an end to Harley-Davidson dominance once and for all, and this had led to the financial ruin of BSA and Triumph themselves. Ironically, H-D's dynasty temporarily died too; all of Milwaukee's old gladiators became aged or injured, and monster two-stroke Kawasakis, Suzukis, and Yamahas of astounding firepower ended four-stroke rule.

And a whole new style of road racing was evolving, too, one that Nicholas at first despised. Stangely, it too, had evolved from Europe. The East German communist Degner had been among the first to help make a motorcycle turn by flexing his knees. Then the Briton Paul Smart was one of many to begin hanging his right and left buttocks off the saddle while overhanging a track and rippling his knees across the pavement - an affectation soon picked up by the doomed Finn Jarno Saarinen, then taken to outrageous lengths by Kenny Roberts. Nicholas was quietly appalled. In his polite, purest way, he compared all the lurid new gymnastics to that of a monkey committing an act of sexual conquest on a football.

But once he signed a contract with Suzuki to race the factory's overpowered and lethal equipment, he well understood the new demand for force and muscle. A big Suzuki behaved with an evilness that made the old KR Harley seem like a Ferrari in comparison. They bit almost everybody who rode them, including Art Baumann who unloaded at Talladega while going 170 mph, and Ron Grant, who got run over on the starting lane while attempting to push-start a 250cc version. Nicholas still had the purest style of anyone, but deploying it on the unbalanced Suzuki juggernauts didn't save him from assorted broken collarbones, punctured lungs, even one disqualification.

Eventually he discovered another calling, and reinvented himself as a stylish flat-track jockey rimming Ascot Park. Most of the iconoclasts from the BSA Wrecking Crew had disappeared. On a famous Norton, Nicholas set off on a long skein of Friday night triumphs, only to get defeated in the really important match, the Eighty-Mile National, which he led for 16 or 20 laps. The following year, he accepted an invitation to come to Colorado and race one of the new XR Harley-Davidsons; somebody plunged him into the haybales, and he suffered the serious effects of a concussion.

With both good and bad results, he continued racing through 1979, until thinking better of it after another really hard fall. This was at a minor club meeting at southern California's Riverside International Raceway, and he wasn't on a full-blown Grand Prix motor at all, but a modest 125. That was the same season that Kenny Roberts was overseas, busily wrapping up his second consecutive World Championship crown for the U.S. Jody Nicholas proponents who had watched him at his pre-armed forces peak, could only ruefully wonder "What if?"

"I never wanted to race like a big orchestra, playing with a lot of bombast," explained Nicholas recently, still talking like a musician. He remains the most immaculate stylist American road racing has had. And considering his past history with that marque, it is no small irony that in the Nineties he's employed by a distributor of Harley-Davidson components.

It was insightful of Nicholas to pick Thalia and Melpomene as companions. Comedy and folly invariably travel in pairs, especially in racing. **CN**

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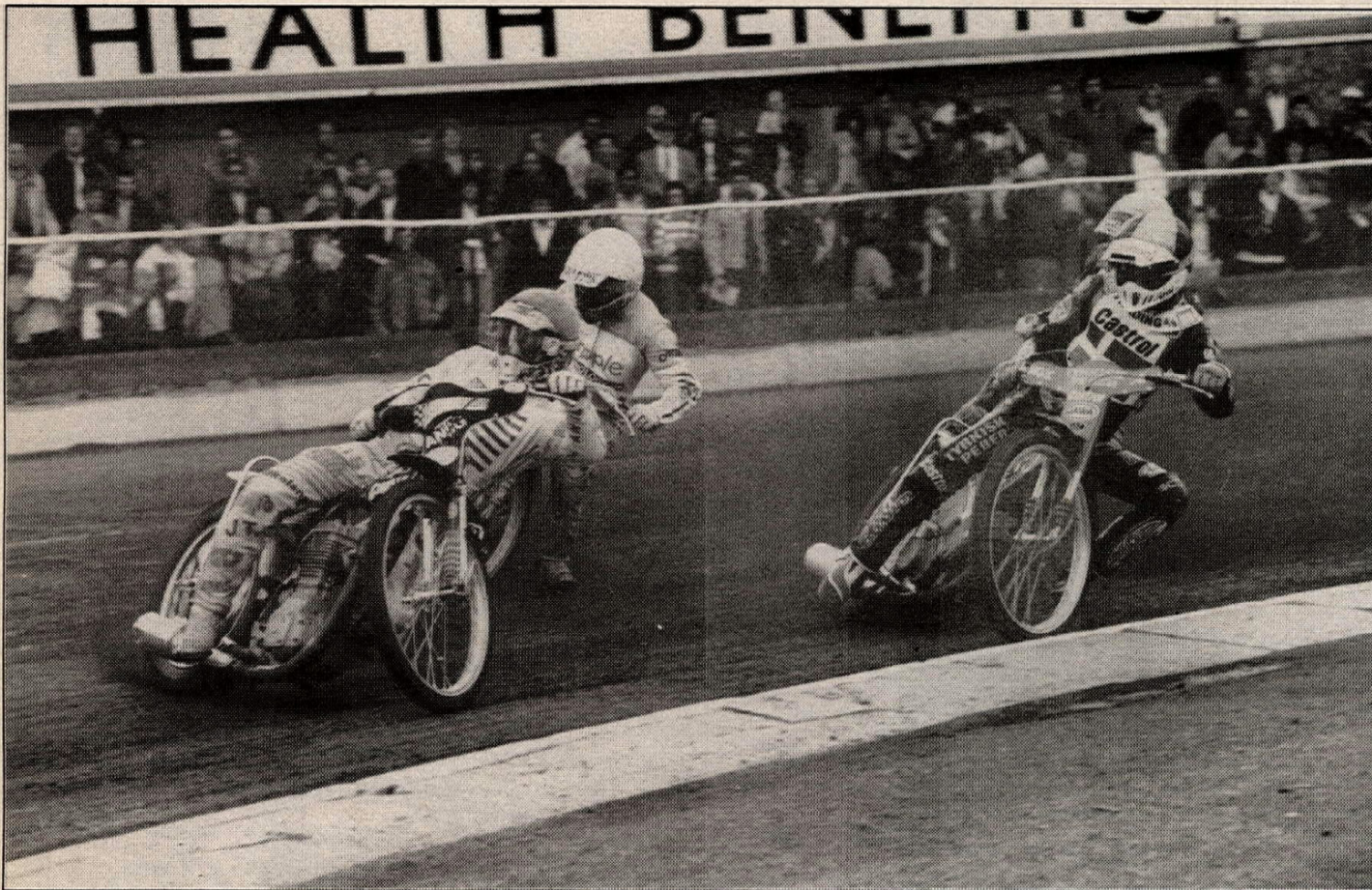
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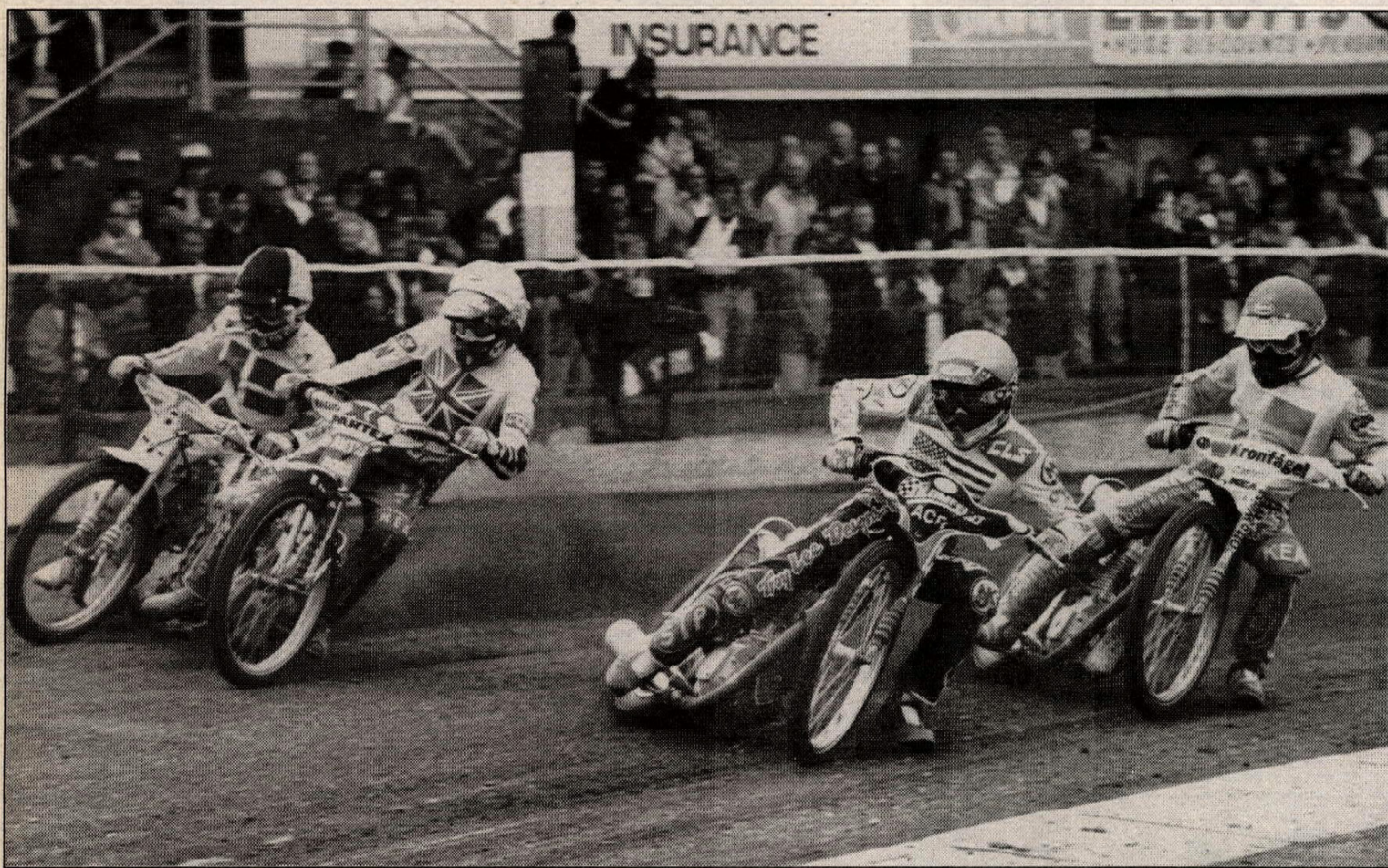
SPEEDWAY

World Team Cup Final



World Champion Sam Ermolenko (left) defeated arch rival Hans Nielsen (right) in the final heat to clinch the World Team Cup.

Josh Larsen (center) kept the USA in the hunt by winning heat 17 while Denmark's Brian Karger (left) failed to score.



USA wins second straight World Team Cup

By John Hipkiss

COVENTRY, ENGLAND, SEPT. 19

World Speedway Champion Sam Ermolenko recovered from an opening setback in the World Team Cup final at Coventry and bounced back in great style to make sure the USA retained the title.

It was sweet revenge for Ermolenko to clinch the victory in a last-heat decision against Danish rival Hans Nielsen, who had accused the American of unsportsmanlike conduct after he collected the individual crown in Germany

last month. Nielsen made his point clear in the opening heat when he cut across Ermolenko in the first turn, causing him to lose control and slide into the safety fence. With Sweden's Tony Rickardsson also taking a tumble, German referee Jurgen Froschauer called all four riders back for a restart. But Ermolenko, suffering from the effects of the fall, could only finish third behind Nielsen and England's Joe Screen.

Nielsen's success inspired the rest of

the Danish squad, who went on to score three successive wins which gave them a seven-point lead after four races. But their dominance didn't last. Despite the fact that Nielsen was in immaculate form and was unbeatable in his next three outings, his colleagues began to falter while the American challenge grew stronger.

Ermolenko matched Nielsen in the standings, getting good support from Billy Hamill and Greg Hancock. And



Injured Ronnie Correy helped celebrate the win which was dedicated to him.

while Bobby Ott faded, Josh Larsen proved a reliable substitute. Even so, the Danes were still three points ahead after 16 races. It was Larsen who gave the American team the extra boost they needed when he stepped in for Ott in heat 17 and raced away from Swedish rider Henrik Gustafsson while Denmark's Brian Karger tailed off last behind England's Kelvin Tatum.

Denmark and the USA were now even. Sweden and a despairing England were out of contention, and the U.S. team went ahead for the first time in the next heat. Although Hancock had to take second place behind 1992 World Champion Gary Havelock, Danish rider John Jorgensen failed to score.

Team USA was two points ahead, but the situation changed again in the following race when Tommy Knudsen stopped the Danish slide, scoring the win while Hamill was held off by English reserve Chris Louis.

The scene was set for the last heat cliffhanger. The lineup was the same as for the opening race, but this time it was the ice-cool Ermolenko who grabbed the first turn initiative, racing away and leaving Nielsen to do the chasing. Nielsen, unbeaten at that stage, tried hard to close the gap, but he was clearly rattled. He could see his hopes receding with every lap, and when Rickardsson took advantage of his uncertainty, driving past him on the back straight, America's victory was assured.

It was the USA's third win in the competition in four years, emphasizing their supremacy in world speedway, and Ermolenko was tossed in the air by his delighted teammates after riding triumphantly back to the pits.

The riders had said before the meeting that they desperately wanted to retain the title as a tribute to the injured Ronnie Correy, who had broken his back racing in Sweden two weeks earlier. Correy was there in his wheelchair to take part in the celebrations.

Sweden, who have not held the cup since 1970, made their bid too late and finished 12 points down on the winners, but they did much better than England, who won only one of 20 heats and picked up a meager 14 points. It was a disaster for the Brits on their home turf and English speedway, from riders to administrators, will come under severe scrutiny during the winter recess. **CN**

Results

1. USA 40 (Sam Ermolenko 13, Billy Hamill 10, Greg Hancock 9, Josh Larsen 5, Bobby Ott 3); 2. Denmark 38 (Hans Nielsen 13, Tommy Knudsen 12, John Jorgensen 8, Brian Karger 5); 3. Sweden 28 (Tony Rickardsson 9, Peter Karlsson 7, Per Jonsson 6, Henrik Gustafsson 6); England 14 (Joe Screen 5, Gary Havelock 4, Kelvin Tatum 2, Chris Louis 2, Martin Dugard 1).

CMC Trans-Cal MX Nationals Oregon: Round 2

Highland, Leach soar to Eugene wins

By Clay Light

EUGENE, OR, SEPT. 19

Shawn Highland and Roby Leach were two of some of the day's top finishers at Eugene Motocross Park for round two of the Oregon segment of the Continental Motorsport Club's Trans-Cal Nationals.

Highland, riding in what was only his third race as a pro, walloped the 125cc class, giving the competition a view that they'll most likely see for quite some time at Eugene. Highland took advantage of perfect weather and a picture-perfect track to land his second 125cc Pro win in as many weeks.

The first 125cc Pro moto, which ran combined with the 250cc Intermediate class, saw Highland push his Cycle Trax/Cycle Country-backed Suzuki to the head of the pack, while seasoned veterans Danny Moore, Gary Beyer, Jeff Bailey and Kenny Olsen pushed the up-and-coming teenager. The new kid on the block wouldn't give up his position up front, and by the midway point, he had built up a substantial lead. Moore rode a steady second, holding off the challenges set forth by Beyer, who has long been regarded as Oregon's top 125cc Pro rider, while Olsen and Bailey followed. Behind the top five Pros was Ryan Leach, who was gaining ground on several of his class rivals after gating in the second wave, riding flawlessly ahead of Honda riders Jason Mathews and Vy-Lam Nguyen.

Up front, Highland's high-flying antics earned him the admiration of the gallery of spectators that lined the straightaway doubles. Highland carded the moto win by a 12-second margin, while Moore netted second ahead of Beyer and Intermediate Leach.

Moto two was much more exciting for the first several laps, as Highland initially led, but Beyer took the lead away by outraking Highland going into the second turn. But when the dust cleared, Highland had outgunned the veteran and set out in sail of his second moto win, earning him the overall victory and everyone's admiration, as well. Moore, also Suzuki-mounted, used 2-2 placing for second with Beyer (3-3), Olsen (4-4) and Bailey (5-5) filling the top five in the Pro ranks.

Leach got around Mathews early in the second moto to sweep the 250cc Intermediate class, edging Mathews' 2-2 moto finishes. Nguyen went 3-3 for third ahead of Robert Breaux and Brandon White.

Ryan Leach, however, got his chance at redemption and made it worth his while by beating Highland in the Before the Hill (BTH) class. Highland won the first moto convincingly but gated poorly in the second moto. He came from last to second in that moto but could climb no further, as time ran out for the southern Oregon speedster. Jessy Williams finished third ahead of Jon Kauffman and Harwood.

Roby Leach put on a good show for the crowd en-route to the 250cc Pro class win. But his double moto wins weren't as easy as it seemed for the AXO/Renthal/Phase 2/Cycle Country-supported rider, no thanks to Olsen, who made Leach work hard for his share of the 150% Pro paycheck.

Olsen led the first half of moto one, but Leach made a charge and caught

him in the whoops and went on to score a narrow win over Olsen, while Bailey and Moore trailed in third and fourth, respectively.

As in the 125cc Pro class, the 250cc Pro division shared the track with the Intermediate riders. When it was all over, Ryan Terlecki - competing in what was only his first few rides in the Intermediate class - scored the win. Terlecki topped Williams and Brad Brunkal for the win.

Olsen and Leach's duel resumed in the second contest as soon as the gate dropped. For the first three laps the two racers were never more than a wheel apart. Olsen dropped back a bit until the last lap when he closed to within a wheel of a stunned Leach, who just did narrowly hold Olsen back.

"My brakes were gone," said Leach. "I rode half the moto without any brakes, it was tough."

Several other top-notch performances were recorded during the course of the day, one of which by Yamaha rider Scott Williams, who single-handedly grabbed top honors in what was the day's largest class - the 250cc Junior division. Corey Tennant and visiting Australian Jason Love, who briefly led moto one, finished second and third, respectively.

Honda-mounted Sean Richardson won two classes: the 80cc Intermediate class and the 125cc Junior division. He was one of only two riders on the day to win more than one class. The other rider was Ryan Leach in the 250cc Intermediate and BTH classes.

Suzuki rider Dusty Lenaburg totally ravaged the competition in the Mini Open (105cc) class. He bested the field in both motos and was even clearing the double jumps in the same manor as the pros - a pretty amazing feat for a diminutive 13-year-old. Second to Lenaburg was Suzuki rider Jadd Horban, while Kawasaki rider J.J. Spencer snapped a Suzuki sweep by slipping into third.

In small-wheel action, Lenny Hill won the Wee Pee Wee class ahead of Randi Holbrook, who made mom and dad proud with 2-2 placings and added to the woes of several of the guys she dusted en-route to such an accomplishment.

The 60cc class had Derek Walkoski winning the 9-11 class, followed by 6-8 class winner Randy Pekarek, Clayton Kayser, Jared Werline and Sean Light.

Ryan Barnes rode an impressive race on a Yamaha 50 to finish among the 60cc front-runners for the 50cc Modified class win.

Results

50: Lenny Hill (Yam); 2. Randi Holbrook (Yam); 3. Skylar Williams (Yam); 4. Cody Kasper (Yam); 5. Zach Sunkler (Hon).

60 (9-11): 1. Derek Walkoski (Kaw); 2. Robert Childers (Yam).

60 (6-8): 1. Randy Pekarek (Kaw); 2. Clayton Kayser (Kaw); 3. Jared Werline (Kaw); 4. Sean Light (Kaw); 5. Chad Wood (Kaw).

80 BEG: 1. J.J. Spencer (Kaw); 2. James Ruppel (Suz); 3. Dusty Hill (Kaw); 4. Travis Roberts (Yam).

80 JR: Matt Williams (Yam); 2. Jadd Horban (Suz); 3. Mike Gamby (Yam).

80 INT: 1. Sean Richardson (Hon).

125 BEG: 1. Brent Taggart (Suz); 2. Glenn Prestholt (Suz); 3. Gary Silva (Yam); 4. Eugene Bogner (Kaw); 5. Byron Lyday (KTM).

125 JR: 1. Sean Richardson (Hon); 2. Calbe Wyatt (Kaw); 3. Dan Mathis (Suz); 4. Russ Robbins (Hon); 5. Steve Bailey (Kaw).

125 INT: 1. Ryan Terlecki (Hon); 2. Jessy Williams (Hon); 3. Brad Brunkal (Hon); 4. Gary Terlecki (Hon); 5. Mike Holbrook (Suz).

125 PRO: 1. Shawn Highland (Suz); 2. Dan Moore (Suz); 3. Gary Beyer (Hon); 4. Kenny Olsen (Suz); 5. Jeff Bailey (Hon).

250 BEG: 1. Dan Kauffman (Hon); 2. Justin Moats (Kaw); 3. Tate Short (KTM); 4. Paul Meusling (Hon); 5. Matt Esser (Hon).

250 JR: 1. Scott Williams (Yam); 2. Corey Tennant (Hon); 3. Jason Love (Suz); 4. Randy Larkins (Kaw); 5. Rich Murray (Hon).

250 INT: 1. Ryan Leach (Suz); 2. Jason Mathews (Hon); 3. Vy-Lam Nguyen (Hon); 4. Robert Breaux (Hon); 5. Brandon White (Yam).

250 PRO: 1. Roby Leach (Hon); 2. Kenny Olsen (Suz); 3. Jeff Bailey (Suz); 4. Dan Moore (Suz); 5. Gary Beyer (Hon).

BTH: 1. Ryan Leach (Suz); 2. Shawn Highland (Suz); 3. Jessy Williams (Hon); 4. Jon Kauffman (Hon); 5. Jeremy Harwood (Kaw).

500: 1. Mike Storm (KTM); 2. Bob Leach (Hon); 3.



Kenny Olsen (11) led briefly but settled for second 250cc Pro at the Eugene MX.

Will Davis (21) edged Terry Poovey (18) for the Motorcycle Asphalt Racing Series Championship at Asheville Speedway. It was Davis' second title.



Clay Light (Kaw); 4. Daniel Brock (Yam); 5. J.R. Meusling (Hon).

WMN: 1. Deanna Holbrook (Hon); 2. Christina Jackson (Kaw); 3. Jessica Childers (Yam); 4. Wendy Childers (Hon); 5. Ronie Prinzing (Hus).

OTH INT: 1. Dan Mathis (Suz); 2. Mike Storm (KTM); 3. Rick Roberts (Yam).

OTH JR: 1. Don Taggart (Hon); 2. Gary Shoemaker (Yam); 3. Dan Kauffman (Hon); 4. Tom Warberg (Kaw); 5. J.R. Meusling (Hon).

OTH S: 1. Jamie Clausen (Kaw).

OT INT: 1. J.R. Meusling (Yam); 2. Gary Forster (Hus).

OT JR: 1. Cynthia Foster (Kaw); 2. Paul Delos-Reyes (Hon); 3. Randy Layne (KTM).

OT EX: 1. Jim Haris (Hon); 2. Jack Coulter (Hon); 3. Bob Leach (Hon).

HALF MILE Motorcycle Asphalt Racing Series: Final Round

Davis on top at Asheville Half Mile

By Ken Baker

ASHEVILLE, CA, SEPT. 18

Another Fletcher's-sponsored Will Davis wrapped up the Motorcycle Asphalt Racing Series (MARS) Championship with strong second and first-place finishes at the series finale, held at Asheville Speedway. Davis finished second behind defending series champ Larry Pegram in the 600cc class and rebounded with a win in the 750cc class.

"I lost the title last year because of injuries, but it sure feels good to win it back," said Davis, who also won the title in 1991.

After an action-packed set of heats and semis, the 3767-strong crowd looked forward to a barn-burner in the 600cc class main event. Unfortunately, Pegram had other ideas and put his Texas Harley-Davidson-backed XR600 at the head of the pack and never looked back. Davis gated second and shadowed Pegram the entire distance, but was never able to find a way past. Terry Poovey got off the line in third, but a few slips sent the quiet Texan reeling back to sixth at the finish. Pat Buchanan and Mike Hacker slithered past Poovey and into the third and fourth-place positions at the finish.

"I'm happy to be back," said Pegram. "I got hurt road racing at the start of the season and have spent most of the year watching from the sidelines."

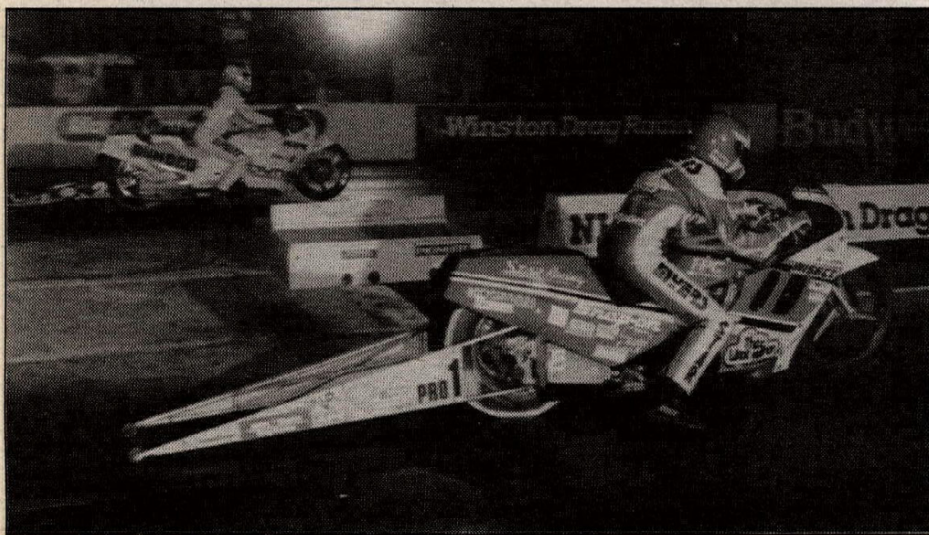
"There's almost too much traction out there," said Davis. "What can I say, Larry rode a hell of a race and didn't make any mistakes."

After chasing Pegram around the half-mile oval throughout the 600cc final, Davis had runaway-ideas of his own at the start of the 750cc main. At the flash of the green light, Davis ripped off the line and led Poovey, Southeast Harley-Davidson's Chance Darling, Pegram and Willie McCoy off the line.



Eric Matson (21A) navigated across a deep stream in the Pine Mountain Enduro.

Dave Schultz (far lane) beat John Myers in the final at the Keystone Nationals.



Poovey dropped to fourth on the opening lap, allowing Darling, Pegram and McCoy past, and would eventually fade even further into the pack by the time the checkered flag fell.

Once past Poovey, Darling set out after Davis, but the pace set by the leader was too much. Nevertheless, Darling ran strong and fended off the repeated charges of McCoy and Pegram. It wasn't until the last lap McCoy was able to sneak past Darling and into second.

At the checkered flag, Davis enjoyed a comfortable lead over a tight-knit group consisting of McCoy, Darling and Pegram.

"The bike was working really good," said Davis. "I just tried to ride steady and pull away."

"This was my first race on asphalt," said McCoy. "I loved it! I'll definitely be back."

"Well, I had two good rides today," said Darling. "I felt comfortable and I needed the money!"

CN

Results

600 MAIN: 1. Larry Pegram (H-D); 2. Will Davis (C-A); 3. Robert Lewis (H-D); 4. Mike Hacker (Rtx); 5. James Hart (Rtx); 6. Terry Poovey (H-D); 7. Chance Darling (H-D); 8. Craig Estelle (H-D); 9. Donnie Krusinski (Rtx); 10. Mike Dillon (Rtx); 11. Brent Armbruster (Rtx).

750 MAIN: 1. Will Davis (H-D); 2. Willie McCoy (H-D); 3. Chance Darling (H-D); 4. Larry Pegram (H-D); 5. Geoff Clark (H-D); 6. Craig Estelle (H-D); 7. Ian Segedy (H-D); 8. Terry Poovey (Hon); 9. Michael Varnes (H-D); 10. Chris Schmulbach (H-D).

HARLEY-DAVIDSON 883 MAIN: 1. Scott Zampach; 2. Geoff Clark; 3. Donnie Krusinski; 4. Robert Crabbe; 5. Robert Lewis; 6. James Hart; 7. Scott Stump; 8. Brent Armbruster; 9. Shawn McNary; 10. Michael Varnes; 11. Bryan Graybeal; 12. Brian Tillson.

MARS FINAL POINT STANDINGS: 1. Will Davis (83); 2. Terry Poovey (65); 3. Brian Tillson (49); 4. Robert Lewis (35); 5. James Hart (32); 6. Larry Pegram (31); 7. Rusty Rogers (28); 8. Steve Burkholder (27); 9. (TIE) Steve Beattie/Erik Graybeal (23).

883 FINAL POINT STANDINGS: 1. Mike Hale (40); 2. Donnie Krusinski (35); 3. James Hart (31); 4. Scott Zampach (29); 5. Chuck Blackmon (24); 6. Robert Crabbe (21); 7. (TIE) Bryan Villella/Geoff Clark (16); 9. Michael Scott (12); 10. Larry Locklear (11).

DRAG RACE NHRA Winston Drag Racing Series: Round 9

Schultz smokes 'em at Keystone Nat'l

By Todd Veney

READING, PA, SEPT. 17-19

Dave Schultz edged out John Myers in the NHRA Keystone Nationals Pro Stock Final, held at Maple Grove Raceway, but the real story was an incredible 7.59-second run at a speed of 181.85 mph that he turned in earlier in the day.

A Pro Stock class run under 7.60 seconds has always been a remote possibility, but a 180 mph-speed was never even considered.

"I never even dreamed of it," said Schultz. "My bike has run so good lately that I thought it might have a 7.62 in it, but a 7.59 at 181 mph? Never!"

With just two rounds left in the 11-round series, Schultz holds a commanding 840-point lead over Myers, 8562-7722. Schultz has 16-consecutive round wins, and a 26-3 win/loss record in 1993. The former 1987, '88 and '91 champ looks well on his way to his fourth title.

"It's been a long time since I had this much continuity, but it's the first time

I've ever had an engine program strictly for myself," said Schultz, referring to his tuner Greg Cope. "About the only problem I had today was getting the bike stopped from 181 mph."

The shutout area at Maple Grove Raceway slopes slightly downhill and is surrounded on all sides by trees. There's room for just one turnout round, situated at the very end of the track, and a sand trap for those who can't slow down in time.

"I lost a brake pad and had to come down on the motor to get it stopped," Schultz said. "Greg hates when that happens."

In the wake of Schultz's landmark 7.59, a series of practically identical runs saw him through the ensuing rounds: 7.63, 7.64 and 7.66 against Kerry Larkin, Russ Nyberg, and in the final, against Myers. All of the times were quicker than the 7.674 time that he was required by NHRA rules to run to back up the 7.598 as a new National E.T. record. Schultz's last run would have been even faster had he not seen Myers' foul and realized that he had the race won at the start.

"Seeing red breaks your concentration," Schultz said. "I just kind of buzzed through there, going through the motions and I didn't even bother tucking in right."

"Dave only had a .501 light, so if mine didn't come up red I would have won the race," claimed Myers. "He tried to give it to me and I wouldn't take it."

Provided, had Schultz still run his 7.66 and Myers had a perfect .400 light, Myers would have needed just a 7.76 to beat Schultz. Myers went 7.74.

"What can I say? It's not like I guessed this time either," said Myers. "People might think, 'Yeah, right,' when they hear that I saw yellow, but I did. I wasn't trying to beat a 7.59 anyway. I was just trying to beat another 7.64."

Schultz's 179.39 set a new National record, as his incredible 181.85 run was not eligible for the record because it was never backed up with the required one percent. The 179.35 was eligible because it was faster than the 178.35-mph record, and it did have the 181.85 run as a back-up.

CN

Results

NHRA WINSTON PRO STOCK SERIES POINT STANDINGS: 1. David Schultz (8562); 2. John Myers (7722); 3. John Smith (5844); 4. Ron Ayers (4662); 5. Byron Hines (4240); 6. Paul Gast (4146); 7. Russ Nyberg (4052); 8. Michael Phillips (4048); 9. Lance Boyer (4006); 10. Kelly Larkin (3638).

AMA District 37 Best of the West Series

Matson masters Pine Mountain Enduro

By Larry Langley

HESPERIA, CA, SEPT. 19

Eric Matson was the only rider to post a five-point score at the Pine Mountain Enduro, which was the first competition event in eight years to be held in southern California's San Bernardino National Forest.

The promoting Checkpoint M.C. put in endless man hours laying out the 100-mile course. Unfortunately, the course was sabotaged by local residents a few miles off the start, and several riders on early minutes lost the trail. The first check was thrown out, and there was talk of adjusting scores of riders who had lost time at other checks after getting lost. In addition, the finish check was off, and was switched to an observation check.

The enduro started at the privately

owned Bowens Ranch, which is adjacent to BLM land and is just four miles from the San Bernardino National Forest. Conditions were dusty for the approximately 300 riders on hand, but they were treated to a variety of unfamiliar terrain, including tree-lined trails and deep water crossings.

Starter Dana Bell warned all riders that the first four miles of course had to be traversed at a sedate 18 mph, due to BLM restrictions. Several riders failed to heed her warning, and were subsequently disqualified. The trail led to the forest, where riders found themselves on a goat trail leading to a rocky crossing at Deep Creek. The creek is impassable during wet times of the year, but despite a huge bottleneck, it was negotiable on the day of the event. The club scheduled a reset after the crossing, giving riders plenty of time to negotiate the water. Many of the entrants were desert racers, and were completely unprepared for the water despite the fact that the riders' instructions had warned them. They ended up beside the trail pumping water out of their drowned machines.

After Deep Creek, riders got a tour of the forest, including trails and roads normally closed to off-highway vehicles. The course included a loop high above Lake Silverwood, providing a spectacular view of the lake and the surrounding area.

After stopping twice for gas, riders again found themselves crossing Deep Creek, this time at the T-6 crossing, a popular spot for four wheel drives. While the sandy bottom made for somewhat easier balance, the water was seat deep. Riders who took the wrong line found themselves playing submarine, and several opted to take the safe way and push across. USFS rangers from the Arrowhead Ranger District were on hand observing, and were at times impressed and amused at the wide variety of styles, both successful and otherwise. Again, riders were given a reset following the crossing, giving them time to dry out themselves and their bikes; only a few bikes refused to come to life.

One of the hazards that riders were faced with was traffic, as roads and trails were still open to the public. In addition, the enduro ran both directions on some of the roads, though the roads were mostly used as transit sections, with slow speed averages. The special tests were laid out on more rugged terrain.

Team Green's Paul Krause was entered on a big Kawasaki KLX650 thumper, and though a burned check kept him out of contention for the overall, he still had a good time.

"It was great to see a club put out the effort to get us a new riding area," said Krause. "The water crossings were a little deeper than I anticipated. I took the safe way and jumped off and pushed across. I didn't want to end up like all those guys on the other side who had their bikes upside down, pumping water out!"

"I got screwed up on a course split and went the wrong way and then got low on gas," said Team Dual Dog's Damon Powell, who still managed to win the Dual Sport class. "I had to ride into a campground and bum some gas, and sure enough, there was a check right there to catch me when I got back on the course - 19 minutes late!"

Normally a dual sport rider, Randy Liebig was entered on a KTM. "I had a ball! I loved the water crossings. I missed a turn somewhere and ended up back on the course, not knowing I had gotten lost. I hit the next check 20 minutes early!"

CN

Unofficial results

O/A: 1. Eric Matson (Hon); 2. Rick Daniel (Yam); 3.

Steve Ogren (Kaw); 4. Willie Kennedy (Suz); 5. Ron Lawson (Suz); 6. Mike Keen (Suz); 7. Tim Moore (Kaw); 8. Chris Jonnum (Kaw); 9. Paul Krause (Kaw); 10. Mark Mangold (Hon); 11. Gary Garland (Yam); 12. Tim McGrath (Suz); 13. John Ferro (Hon); 14. Steve Fry (Hon); 15. Shane McDonald (Kaw).

Beauchamp a champ at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, SEPT. 11

Orange County Suzuki rider Dean Beauchamp swapped moto wins with Kevin McKee during Starwest Supercross Park's Saturday night motocross to take the overall win in the 125cc Beginner class.

When the gate dropped, over a dozen screaming quarter-litre motocross machines drag-raced for the first turn. When the dust settled it was MTM Racing's Chris Curtis out in the lead with McKee, Danny Benitez and Steve Cloohan heading the pack in hot pursuit of the leader. As the riders sorted themselves out, positions at midpack were changing rapidly, both Beauchamp and NCY rider Judd Scanlan were working up through the ranks and were now directly behind Cloohan. Up front, Curtis had his hands full as McKee was looking for an open door, and as the riders entered the rocker section, both chose different sides of the obstacle. As the pair exited the last whoop, McKee's line proved to be quicker, giving him the lead.

As the front-runners rocketed down the back straightaway, Beauchamp and Scanlan moved up into third and fourth behind the lead pair, but even that changed as Curtis failed to reappear with McKee as he exited the turn hidden by "The Leap." This moved Beauchamp and Scanlan up another position, and with only a couple of laps remaining they began to close the gap on McKee. He saw them coming, but all McKee could do was hope his pace would be good enough to hold on for the win. With the white flag out McKee managed to pick up the pace a notch, but toward the end of the lap Beauchamp had closed to his rear fender and was looking for a way around the Yamaha-mounted leader. McKee stuck to all the good lines for the remaining three corners and took the checkered with less than a bike length to spare. Scanlan, John Aragon and Curtis finished third through fifth, respectively.

Beauchamp came out smoking for moto two, grabbing the holeshot and then immediately pulling out all the stops as he opened up a lead on Curtis, who had gotten another good start although not as good as in the first moto. McKee and Dennis Gallagher trailed the leaders. It was McKee who used the whoops to his advantage in this moto, powering through them past Curtis and into second. Benitez moved up a slot when Gallagher dropped his bike in the whoops, while Scanlan was making another charge from the back of the pack.

Scanlan had moved up into fifth behind Benitez and then hit the berm with the throttle open and railed his way around the OCS rider. Not slowing to savor his pass, the NCY pilot went after Curtis. One more turn and one more pass put Scanlan into third ahead of John Aragon but too far behind the leaders to make an impact on their race for the lead. The battle for the lead took on an abrupt change when Beauchamp came up from behind "The Leap" in second behind McKee. Beauchamp quickly closed the gap for the lead and the pair took the white flag almost side by side. McKee slammed the door over and over until they hit the double-double jumps. Beauchamp dove to the inside of the turn, cut off McKee's approach to the first set of doubles and took the lead for good.

Another good battle was seen in the 125cc Novice ranks as Reginald Mitchell and Jason Omanson dived back and forth for the lead before Mitchell turned up the wick and ran away with the lead and moto win. It was a different story in moto two as Omanson and Mitchell swapped the lead back and forth a half-dozen times before Omanson took a soil sample. Eddie Nichols came up from last to not only challenge Mitchell, but with the white flag out, took the lead and held off the Suzuki rider to the checkered. Mitchell's 1-2 moto finishes were good enough to earn the overall victory with Nichols taking home runner-up honors.

Results

P/W STK: 1. Justin Munyon (Yam); 2. Ricky Oliver (Yam); 3. Brian Schoffstall (Suz); 4. Mark Atkins (Yam).
60 (0-8): 1. Anthony Bruscella (Kaw); 2. Daton Beavers (Kaw); 3. Kane Thompson (Kaw); 4. Nicholas R. Wells (Kaw); 5. Justin Munyon (Kaw).
60 (9-11): 1. Chris Rogers (Kaw); 2. Scott Nelson (Kaw); 3. Cole Beavers (Kaw).
80 (12-13): 1. Milton Chavez (Yam); 2. Cory Williams (Yam).
80 (14-16): 1. Westley Vaughn (Suz); 2. Danny Carlson (Kaw); 3. Toby Lopez (Suz).
80 (12-14) BEG: 1. Brandon Morgan (Kaw); 2. Sean Clarke (Kaw); 3. Brian Morgan (Kaw); 4. Michael Sletter (Kaw); 5. Cory Williams (Yam).
80 S/MINI: 1. John Dinkins (Kaw); 2. Danny Carlson (Kaw); 3. Todd Clayton (Yam); 4. Corey Clayton (Yam).



California Trail Rides Presents the 4th Annual

CYCLE NEWS

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Sunday October 3, 1993

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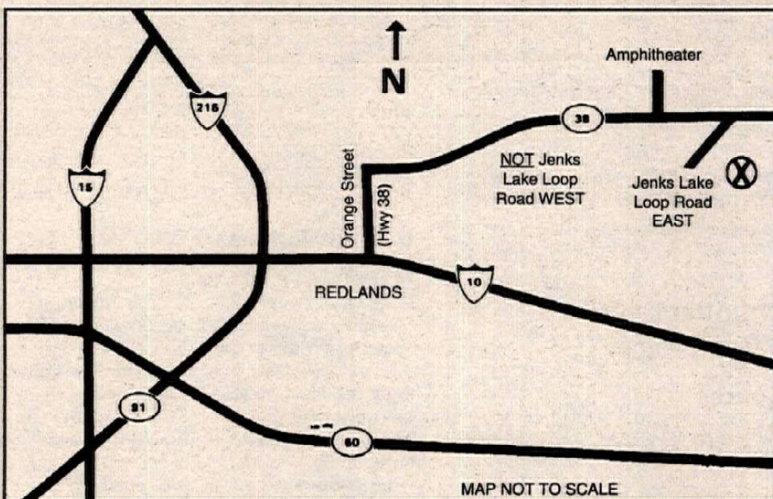
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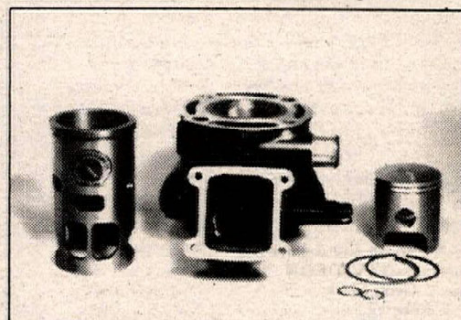
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David Probst stormed the I-44 Challenge at Gateway International Raceway.

125 BEG: 1. Dean Beauchamp (Suz); 2. Kevin McKee (Yam); 3. Judd Scanlan (Yam); 4. Chris Curtis (Suz); 5. Danny Benitez (Suz).
 250 BEG: 1. Judd Scanlan (Yam); 2. Mike Flowers (Yam); 3. Matt Parson (Yam); 4. Ken Wootton (Kaw); 5. Nic LaBella (Suz).
 125 NOV: 1. Reginald Mitchell (Suz); 2. Eddie Nichols (Hon); 3. Jason Omanson (Hon).
 250 NOV: 1. Tony Feldhaus (Hon); 2. Sean Neary (Suz); 3. Steve Laninovich (Kaw); 4. Michael Tucker (Yam); 5. Ryan Beverage (Yam).
 250 INT: 1. Christopher Nelson (Kaw); 2. Jim Henn (Hon).
 250 PRO: 1. Bobby Hubbard (Kaw); 2. Craig Hofmeister (Hon).
 25+ BEG: 1. Dennis Gallagher (Hon);
 30+ NOV: 1. Jim Henn (Hon); 2. Jon Nixon (Kaw); 3. Tim Hunziker (Kaw); 4. Terry Macrae (Suz).
 30+ BEG: 1. Derrick Luedtka (Yam); 2. Jim Mastis (Hon); 3. Robert Saldana (Hon); 4. Elmer Sillies (Yam).
 40+ NOV: 1. Ray Simmons (Suz); 2. Bob Sherred (Yam).

Probst Brothers blast Gateway International Road Race

By Mary Hewitt
Photo by Stan Edgar

EAST ST. LOUIS, IL, SEPT. 4

Probst Brothers Racing, which has struggled with a new GSXR1100 all season, got it together at Gateway International Raceway and won the fifth round in the I-44 Challenge between the Midwest Cafe Racing Association and the Hallett (Oklahoma) Road Race Club.

The race was tight from the start with Cycle Tech, which was later disqualified because it had no scorer, getting the holeshot. Sam McDonald, riding for Team Excel on a K&N-sponsored Yamaha 1000, took the lead on the second lap. By lap three Probst Brothers' David Probst had moved into second.

At the end of the first hour Team Excel had a 50-second lead. Team K&N Racing's Phil McDonald had moved into second place from the second start wave on a Yamaha 600 with Probst Brothers close behind. Pitting for fuel and rider changes mixed the order, and shortly after the hour mark Probst Brothers Racing regained second. C&C Racing and Beavis & Buttthead were on their tails throughout the race, battling for third in Heavyweight. At one hour and 20 minutes Team Excel pitted again, giving the lead to K&N, with Probst Brothers Racing challenging hard.

There were two red flags in the race. A crash in turn two stopped the race an hour and 35 minutes into the 2-hour event.

At the restart Probst Brothers Racing jumped into the lead on the Widman H-D/Suzuki-sponsored GSXR, followed by Team Excel's Michael Dye. Five minutes later the second red flag ended the day's racing 20 minutes short of two hours when Chet Meyers of C&C Racing, who had moved into third overall, crashed in turn six. Probst Brothers took the checkered flag followed by Team Excel and K&N Racing.

The first event of the day, a WERA 50-miler, was marred twice at the start by red flags. Andy Perkins, on a Honda 250 sponsored by Gatlin Racing, got the holeshot on the first start but the race was stopped because of crashes on the first lap in turns one and 10. Perkins' competition for the race, Kevin Rentzell on a Suzuki 1100, got the holeshot on the second start, but Perkins had taken the lead on lap two when the race was stopped again after four bikes went down in turn six. On the third start Perkins once again jumped into the lead. Rentzell, who was close behind, injured his knee below the puke on a curb on the third lap and dropped out of the race, leaving Perkins with a commanding lead. That left Heavyweight class rider John Morris

on a Cycle Tech-sponsored Suzuki 1100 in a close battle for second with Mediumweight class Dean Hayes riding a Honda 600.

Results

H/W: 1. Andrew Perkins (Hon); 2. John Morris (Suz); 3. Patrick Ludwig (Hon); 4. Ray Litton (Kaw); 5. Brett Johnston (Suz).
 M/W: 1. Dean Hayes (Hon); 2. Reuben Frankfield (Hon); 3. William Sweeney (Yam); 4. Chad Bynum (Hon); 5. Ramon Vasquez (Hon).
 VINT 2: 1. Roger Sperling (BSA).
 VINT 3: 1. Douglas Pedrick (Suz); 2. Roger Sparling (BSA); 3. Michael S. Gleason (Yam).
 VINT 4: 1. Douglas Pedrick (Suz); 2. Michael S. Gleason (Yam); 3. John Soliday (Hon).
 VINT 5: 1. Aaron Stevenson (Kaw); 2. Jay McMackin; 3. John Soliday (Hon).
 I-44 Challenge
 H/W: 1. Probst Brothers Racing (Suz); 2. Team Excel (Yam); 3. C & C Racing (Hon); 4. Beavis & Buttthead (Hon); 5. GT Racing (Suz).
 M/W: 1. K & N Racing; 2. Double D Express (Yam); 3. 110% Racing (Hon); 4. Scubar Racing (Yam); 5. Competitive Edge (Suz).

Morrison number one at Firebird Road Race

By Naomi Bourne

CHANDLER, AZ, SEPT. 18-19

Firebird International Raceway hosted the next-to-last round of the AMA/CCS Southwest Region Series and was the scene for two major point battles. It was also the final event in the region that posted Honda CBR contingencies.

Stu Morrison's point lead had wrapped up the number-one plate for the third year in a row, but Morrison was one of those hoping to bag Honda's \$500 first-place purse in the Middleweight Supersport class. Morrison battled his former endurance teammate, Dale Kieffer who he had bested earlier in the Middleweight Superbike race, and the pair swapped positions for several laps. Kieffer, however, walked off with the \$500 after Morrison DNF'd due to a faulty kill switch.

The other top purse went to Honda CBR900-mounted Larry Locklear in the Unlimited Supersport sprint race. Locklear returned later in the day in the 18-lap Unlimited GP division, where he finished third behind Mark Foster and Morrison.

Going all-out in his attempts to secure the number-three plate for his second consecutive year, Foster entered seven races on his two Yamahas. The TZ250 carried him to victory in four races, while on his FZR600 he placed no lower than fourth. The rights to the number-one plate will be decided in the final event of the year between Foster and challenger Mark Nolen.

The amateur competitors have swelled the ranks of the regional roster, with Greg Perry battling Marcus Hubbard for the honor of being the high-point amateur. Perry crashed in Middleweight Supersport class, and now the gap between him and challenger Hubbard is down to 11 points. The two men entered seven races and plan to do the same at the regional wrap-up in three weeks.

Jerry Evans, a former motocross racer, grabbed the Middleweight Superbike Amateur class victory from Hubbard in the final lap of the race. Evans and Hubbard swapped passes several times, but Hubbard fell victim to the dusty surface in turn 10 on the white flag lap, and slid off the track. Evans finished fourth overall, while Hubbard managed to remount and finish third in the amateur class.

Results

M/W GP EX: 1. Mark Foster (Yam); 2. Stu Morrison (Hon); 3. Tony Mathews (Hon); 4. Cid Lopez (Yam); 5. Joseph Shelton (Yam).

M/W GP AM: 1. Marcus Hubbard (Hon); 2. Jerry Evans (Hon); 3. Mike Watrus (Hon); 4. Greg Perry (Kaw); 5. Scott Clements (Kaw).
 U/L SS: 1. Larry Locklear (Hon); 2. Mark Nolen (Hon); 3. Jim Cox (Suz); 4. Chris Voelker (Hon); 5. Brian Catterson (Suz).
 US T/S: 1. Richard Hutchins (H-D).
 L/W S/BK EX: 1. Craig Arcuri (Yam); 2. Sam Wagenseller (Hon); 3. Doug Schmitz (Hon); 4. Martin Harvey (Yam); 5. Kristy Harding (Yam).
 L/W S/BK AM: 1. Joshua Pitt (Yam); 2. Tommy Carmichael (Yam); 3. Peter Roalofs (Kaw); 4. Johnny Allen (Yam).
 M/W S/BK EX: 1. Stu Morrison (Hon); 2. Dale Kieffer (Hon); 3. Tony Mathews (Hon); 4. Mark Foster (Yam); 5. Tom Hull (Duc).
 M/W S/BK AM: 1. Jerry Evans (Hon); 2. Mike Watrus (Hon); 3. Marcus Hubbard (Hon); 4. Greg Perry (Kaw); 5. Scott Clements (Hon).
 H/W S/BK EX: 1. David Roy (Kaw).
 H/W S/BK AM: 1. Arthur Ammann (Suz); 2. Greg Perry (Kaw); 3. Marcus Hubbard (Hon); 4. Jeff Leonard (Yam); 5. Lance Kawata (Kaw).
 SPRTSMN AM: 1. Frank Gonzalez (Kaw).
 H/W S/TW EX: 1. Tom Hull (Duc); 2. Michael Traficano (Duc); 3. Sam Wagenseller (Hon); 4. Doug Schmitz (Hon).
 H/W S/TW AM: 1. Roger Heemsbergen (Hon); 2. David Hull (M-G).
 H/W SS EX: 1. David Roy (Kaw); 2. Brian Catterson (Suz); 3. Thomas Hagan (Hon).
 H/W SS AM: 1. Greg Perry (Kaw); 2. Arthur Ammann (Suz); 3. Marcus Hubbard (Hon); 4. Mike Watrus (Hon); 5. Lenny Beckman (Suz).
 L/W GP EX: 1. Mark Foster (Yam); 2. Bill Borselli (Yam); 3. Craig Arcuri (Yam); 4. Kristy Harding (Yam).
 L/W GP AM: 1. Joshua Pitt (Yam).
 M/W SS EX: 1. Dale Kieffer (Hon); 2. Mark Foster (Yam); 3. Mark Nolen (Hon); 4. David Bates (Yam); 5. James Cox (Suz).
 M/W SS AM: 1. Jerry Evans (Hon); 2. Michael Noschese (Yam); 3. Marcus Hubbard (Hon); 4. Jeff Leonard (Yam); 5. Joseph Franco (Yam).
 L/W SS EX: 1. Craig Arcuri (Yam); 2. Kristy Harding (Yam); 3. Sam Wagenseller (Hon).
 L/W SS AM: 1. Joshua Pitt (Yam); 2. Johnny Allen (Yam); 3. Blair Taylor (Kaw).
 L/W S/TW EX: 1. Doug Schmitz (Hon); 2. Tom Hull (Duc).
 L/W S/TW AM: 1. Roger Heemsbergen (Hon); 2. Peter Roalofs (Kaw); 3. Frank Gonzalez (Kaw).
 UNL GP: 1. Mark Foster (Yam); 2. Stu Morrison (Hon); 3. Larry Locklear (Hon); 4. John Burgoyne (Hon); 5. Tony Mathews (Hon).
 SOLO GTU EX: 1. Stu Morrison (Hon); 2. Mark Nolen (Hon); 3. Tom Hull (Duc); 4. Cid Lopez (Yam); 5. Craig Arcuri (Yam).
 SOLO GTU AM: 1. Marcus Hubbard (Hon); 2. Michael Noschese (Yam); 3. Greg Perry (Kaw); 4. Tim Burkett (Suz); 5. Jeff Leonard (Yam).
 SOLO GTO EX: 1. Mark Foster (Yam); 2. Jim Cox (Suz); 3. Brian Catterson (Suz); 4. Dale Whelan (Hon); 5. Chris Voelker (Hon).
 SOLO GTO AM: 1. Arthur Ammann (Suz); 2. Marcus Hubbard (Hon); 3. Greg Perry (Kaw); 4. Andrew Lutz (Suz); 5. Terry Tucker (Kaw).

Faria masters Speedway USA

By Tom Thomas

VICTORVILLE, CA, SEPT. 11

Mike Faria swept all but the final championship race at Speedway USA to become the 1993 U.S. Speedway Masters champion.

The U.S. Masters championship is considered to be the most prestigious speedway title in the country, second only to the U.S. National Championship. The 20 qualifying heat races brought the 16-rider field of speedway's top competitors down to a four-man main event series. National Champion Chris Manchester entered the main events with a perfect score of 15 points. Faria had 12 points while John Aden and Brent Werner were tied at 11 points each. Races were run under an all-scratch championship format with points paid on a 3-2-1-0 basis.

In the first main event Faria jumped into the lead on the start with Manchester in hot pursuit. In a desperate attempt to pass Faria in turn four, Manchester made heavy contact with the wall, bringing out a red flag. Manchester was unhurt, but under championship rules the rider causing the red flag is disqualified for that race. On the restart a dejected Manchester stood by in the infield and watched Faria cruise to a three bike-length win. Werner crossed the stripe in second followed by Aden.

Faria went on to win the next two races and accumulate enough points to ensure the championship before the final event. In race four it was Werner taking the win with Faria second, Aden third and Manchester fourth.

In the Support class it was Bentley Barrett over Rick Farron in the main.

Results

US MSTR: 1. Mike Faria (Wes) 11; 2. Brent Werner (Jaw) 6; 3. John Aden (Jaw) 5; 4. Chris Manchester (Jaw) 2.
 SUP: 1. Bentley Barrett; 2. Rick Farron; 3. Brad Sauer.

Holderfield nails win at Hammerdown Speedway ST

By Gene Gilmore

RED SPRINGS, NC, SEPT. 11

Kenny Holderfield showed up with an RM 80 Suzuki, and after several soil samples from various locations on the track, figured out the fast line around Hammerdown Speedway to collect the win in the 80cc main event.

When the flag dropped, the top three riders raced into turn one with Holderfield coming out first followed by track champion Freddie Prosperi and James Abbott. Holderfield and Prosperi battled furiously with both riders refusing to give up an inch of track. With each lap both riders were drifting high, coming dangerously close to the hay bales and chain link fence.

The white flag came out as both riders concentrated on the fast, dangerous line that they had chosen. The final back stretch was the battleground for the inside line. As they reached turn four Prosperi missed his opportunity to cut to the inside and decided to try a pass on the outside line. Holderfield was drifting towards the fence and Prosperi discovered that two motorcycles cannot occupy the same space at the same time. He was forced to back off to avoid hitting the fence and hay bales. Holderfield took the win followed by Prosperi and Abbott.

Results

80: 1. Kenny Holderfield (Suz); 2. Freddie Prosperi (Hon); 3. James Abbott (Hon).
 250: 1. Robert Lewis (Hon); 2. Ken Lilly (Yam); 3. Billy Pitt (Yam).
 OPEN: 1. Robert Lewis (Yam); 2. Ervin Smith (Yam); 3. Ken Lilly (Yam); 4. Tim Smith (Hon).

Haynes strikes gold at Iron Station Motocross

By Loren Williams

IRON STATION, NC, AUG. 29

Danny Haynes headed the super-competitive 250cc B class at Top Gun MX's North Carolina State MX Championship, putting together 2-1 moto finishes for the win.

Haynes had to fight from the back of the field after a horrible start in moto one. Haynes was right behind Shawn Schultz when Schultz stalled in the first turn. While Schultz kicked his Kawasaki back to life, Haynes had no way to get around as the rest of the pack blasted past. Kerry Jones cruised in front, pulling the freight train of David Price, Tilden Styron, Mitchell Hodges, Jimmy Briggs and Jacob Dombrosky.

Within two laps Haynes had rocketed to third, sacking the group of Dombrosky, Briggs and Styron. Hodges had an anxious moment when his throttle housing broke.

"I was ahead of those guys and the housing broke in the air over the jump," Mitchell said. "The throttle stuck wide open for a few seconds—scary on a 250."

With two laps to go Price got around Jones to assume the lead, and Haynes moved up to get his piece of Jones. Haynes got the job done in the back section of the track and went after Price, coming within a bike length at the checkered flag. Jones held off Briggs for third, and Schultz rolled over the line in fifth.

In moto two Schultz leaped off the line in the lead with Jones and Haynes on his rear fender. But bad luck jumped up and bit Schultz once more as he crashed and wound up dead last, allowing Haynes to take the lead. While Haynes cruised to the win Schultz began the long march back up through the pack. By the end of the moto, Schultz had clawed his way back to third just behind Ned Blackwelder. Rodney Scott and Briggs rounded out the top five.

Results

50: 1. Stephen Martin (Yam); 2. Zach Rutledge (Yam); 3. Brannon Robinson (Yam); 4. Aaron Willis (Yam); 5. Aleah Lane (Yam).
 65: 1. Tanner Jones (Kaw); 2. Chris Willis (Kaw); 3. Zach Rutledge (Kaw); 4. Nick Wainer (Kaw); 5. Spencer Hill (Kaw).
 JR MINI (7-11): 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Casey Barnes (Suz); 4. Eric Flowe (Kaw); 5. Nicholas Roberts (Hon).
 SR MINI (12-15): 1. Richard Hiers (Kaw); 2. Jason VanHorn (Hon); 3. Brad Edwards (Kaw); 4. Paul Justus (Yam); 5. Chris Flowe (Kaw).
 S/MINI: 1. Jason Vanhorn (Hon); 2. Richard Hiers (Kaw); 3. Paul Justus (Yam); 4. Aaron Lindsey (Kaw); 5. Jay Brown (Kaw).
 SCHBY: 1. Robbie Horton (Kaw); 2. Jacob Dombrosky (Suz); 3. Scott Bearn (Suz); 4. Brian Lane (Kaw); 5. Davis Cranford (Suz).
 125 A: 1. Kevin Walker (Yam); 2. Bobby Stovall (Kaw); 3. Shane Templeton (Hon); 4. Jim Chester (Yam); 5. Chuck Shirley (Yam).
 125 B: 1. Jimmy Briggs (Hon); 2. Danny Haynes (Kaw); 3. Mitchell Hodges (Kaw); 4. Chad Newton (Suz); 5. Tilden Styron (Suz).
 125 C: 1. Brian Lane (Kaw); 2. Jason Baldwin (Hon); 3. Andy Caldwell (Suz); 4. Brian Ward (Hon); 5. Kelly Floyd (Kaw).
 250 A: 1. Jim Chester (Yam); 2. Scott Shipley (Yam); 3. Anthony Pocarobba (Suz); 4. Bobby Stovall (Kaw); 5. Shane Templeton (Hon).
 250 B: 1. Danny Haynes (Kaw); 2. Shawn Schultz (Kaw); 3. Jimmy Briggs (Hon); 4. Ned Blackwelder (Suz); 5. Rodney Scott (Kaw).
 250 C: 1. Brian Ward (Hon); 2. Doug Harvey (Yam); 3. Caven Woodruff (Kaw); 4. Marc Woods (Suz); 5. Jeffrey Hooks (Suz).
 OPEN AM: 1. Ron Jones (Hon); 2. Kevin Rothrock (Hon); 3. Keith Cornwell (Kaw); 4. Steve Starnes (Kaw).
 UL: 1. Robbie Horton (Kaw); 2. Ron Jones (Hon); 3. Paige Hilliard (Yam); 4. Chuck Green (Suz); 5. Marty Williams (Kaw).
 25+: 1. Alan Andreu (Hon); 2. Mike Andrews (Suz); 3. Larry Andrews (Suz); 4. Scott Shipley (Suz); 5. Kerry Jones (Suz).
 30+: 1. Alan Andreu (Hon); 2. Scott Shipley (Suz); 3. Ron Jones (Hon); 4. Kerry Jones (Suz); 5. Joe Norder (Yam).
 40+: 1. Billy Privatte (Hon); 2. Bob Maner (Hon); 3. Jimmy Evers (Yam); 4. Larry Millard (Hon).

Frost burns up Spring Hill MX

By Steve Kelley

SOUTH BERWICK, ME, SEPT. 4

Ray Frost, the current New England Minicycle Association points leader in the 125cc Advanced class, grabbed another class victory at Spring Hill MX.

Piloting his Enfield Motorsports/Bieffi/Maier/WD-40/Smith Goggles-sponsored

Kawasaki to a victory in the first moto was no easy task for Frost, who usually dominates this class. A crash early in the first lap put Frost at the end of the pack. After remounting, Frost quickly returned to the hunt for first, picking off riders until he regained the lead in the last lap.

In the second moto Chris Findley grabbed the holeshot while Frost came through turn one in third place. Within the first lap, however, Frost quickly ran down the two front-runners and throttled his Kawasaki into the lead. Frost opened a big lead early in the race, leaving the rest of the field to battle it out for second. Findley finished second.

Riding an 85cc Suzuki, Dan Pepoon dominated the 105cc Open class.

Results

65 MINI NOV: 1. Mike Kuchy (Kaw); 2. Jacob Morrison (Kaw); 3. Tim Bernier (Kaw); 4. James Eldeb (Kaw); 5. Ryan Wheeler (Kaw).

65 JR/ADV: 1. Paul Veracka (Kaw); 2. Cooper Friend (Kaw); 3. Brandon Husnander (Kaw); 4. Ryan Mack (Kaw); 5. Keenan Hibbard (Kaw).

MINI STK: 1. Tim Bernier (Yam); 2. Jacob Morrison (Yam); 3. Michael Digioia (Yam); 4. Mike Bierschied (Yam); 5. Kevin Goodwin (Hon).

85 (0-12): 1. Mike Veracka (Yam); 2. Matt Jakan (Hon); 3. Ryan Mack (Kaw); 4. Tim Dlugasz (Suz); 5. Thomas Boylan (Suz).

85 NOV: 1. Bobby Edwards (Suz); 2. Matt Drovyn (Hon); 3. Dan King (Kaw); 4. Jeremy Lovejoy (Suz); 5. Matt Ghilardi (Yam).

85 JR/ADV: 1. Ben McCarthy (Suz); 2. Stephen Walsh (Suz); 3. Ryan Erickson (Yam); 4. Jerome Stefan (Suz); 5. Keith Partridge (Kaw).

105cc OPEN: 1. Dan Pepoon (Suz); 2. Keith Partridge (Kaw); 3. Jeffery Doane (Kaw); 4. Brent Hicks (Kaw).

125 JR/ADV: 1. Ray Fast (Kaw); 2. Chris Findley (Suz); 3. Rich Vrana (Suz); 4. Eryk Lau (Kaw); 5. Mike D'Amore (Kaw).

125 NOV: 1. Tim Oemeke (Hon); 2. Jason Shute (Suz); 3. Ryan Brals (Hon); 4. Mike Lasek (Yam); 5. William Michalak (Suz).

125 OPEN: 1. Tim Christianson (Suz); 2. Mike D'Amore (Kaw); 3. Jason Shute (Suz); 4. Eryk Lau (Kaw).

VET OPEN: 1. Gary Kuchy (Kaw); 2. Scott Mackenzie (Kaw); 3. Mark Husnander (Hon); 4. Merle L. Monroe (Kaw); 5. Dave Veracka (Yam).

P/G OPEN: 1. Gerry Superanante (Yam); 2. Rich Pierce (Kaw); 3. Doug Gagnon (Kaw); 4. Bill Murphy (Yam); 5. Bernie Hemenway (Hon).

Haydens dominate Rockport Half Mile

By Russ Whittinghill

ROCKPORT, IN, SEPT. 12

Nicky and Roger Hayden continued their winning ways by taking six class wins at Rockport's Spencer County Fairgrounds.

The senior member of the Hayden racing family, 16-year-old Tommy, was relegated to spectator today due to a recent injury. That left 14-year-old brother Nicky to pilot the Hart Racing/Red Line Oil/Southwest Motorsports/Lindemann Engineering/Arai/S.B.S./Tsubaki/Barnett/Lou's Leather's Rotax.

Nicky Hayden tenaciously took on the formidable Faulkner brothers, John and James Dean, race after race to lead when it counted, at the finish. Nicky won the 250cc and B-Open features.

In the 500cc and Open Pro finals John Faulkner plowed in deeper and faster, using the entire turn widths, but Nicky Hayden's smoother inside line enabled him to repass Faulkner past the apexes. James Dean Faulkner was nearby in the early going but fell back. Nicky was able to tuck in, feet up, far back in the final turn and surge ahead on the final straight for the wins in both classes.

Roger Hayden walloped the competition in the 80cc class. In the 125-200cc class Roger was overtaken six times by a determined Jason Goodwin before he fought back on the final lap to win by two bike lengths.

Results

50: 1. Caleb Ballard; 2. Kathleen Hayden; 3. Bud Wright. 65-80: 1. Roger Hayden; 2. Travis Burnett; 3. Nick Hummel.

125-200: 1. Roger Hayden; 2. Jason Goodwin; 3. Nick Daniels. 250: 1. Nicky Hayden; 2. Brian Thomas; 3. Charlie Roberts.

500: 1. Nicky Hayden; 2. John Faulkner; 3. James Faulkner. SR: 1. Brian Thomas; 2. Denny Williams; 3. Charlie Roberts.

B-OPEN: 1. Nicky Hayden (Rtx); 2. John Faulkner (Yam); 3. James Faulkner (H-D).

OPEN PRO: 1. Nicky Hayden (Rtx); 2. John Faulkner (Yam); 3. James Faulkner (H-D); 4. Reel Hart (Rtx); 5. Katsura Shibasaki (Rtx).

Hall works for LACR MX Win

By Greg Robertson

PALMDALE, CA, SEPT. 17

Bobby Hall and Ken Reed each won a 250cc Novice moto with Hall taking the hard-fought second moto victory to secure the overall win under the lights at California Racing Club's Friday night motocross at Los Angeles County Raceway.

Hall got the jump when the first moto got underway but went down before the end of the first lap. Reed inherited the lead ahead of Danny Bushey and Bob Bottcher. Hall recovered quickly and was pressuring Bushey for the runner-up position by the third lap. It took Hall a lap to find a way around Bushey and be able to start to close on Reed. Reed knew what he had to do and stayed a turn ahead of Hall all the way to the finish.

"After Bobby (Hall) fell I just kept my pace, and then I looked back and saw him catching up with me," said Reed.

"Once I crashed on the first lap, I was just trying to ride smooth and not make any more mistakes," said Hall. "But I just couldn't catch him."

Hall powered to the second moto holeshot with Reed hot on his heels. Bottcher was running third ahead of Bushey. By lap two, Reed was showing Hall his front fender in the turns as the two riders separated themselves from the rest of the pack. Hall got some breathing room when Reed had trouble in a tight, sandy right-hand turn. Reed caught back up to Hall's back fender only to lose ground again in the same corner. Hall failed to jump two sets of double jumps that Reed was clearing, which allowed Reed to pull next to Hall for an all out last lap blitz. The two riders swapped paint numerous times on the last lap. Reed was trying every move in the book in an effort to find a way around Hall. Hall held his lines and took the well-deserved win.

"I was just trying to focus on what I had to do. On the last lap he (Reed) was right behind me and I was going as fast as I could to stay in front," said Hall. "I just barely went fast enough to beat him."

Reed gave his rendition of the final lap. "I knew he would go high in one turn so I went low to cut him off and try to slow him down, but it didn't work. We did the doubles together and I went high in the next turn and a lapped rider got in the way and we made contact, I lost some ground and then it was too late," said Reed.

Bottcher held off Bushey for the entire moto to take a third and third overall over Bushey's 3-4 score.

Watching Jeff Stanton race for all those years must be paying off for Honda Motocross Team Manager Dave Arnold as he swept the Vet Novice class with a perfect 1-1 score.

Arnold holeshot his class aboard a big four-stroke Honda and held off a late moto charge from Mark McCulloch for the first-moto win. Joseph Billings and Bud Lewis beat Arnold off the start in moto two. Arnold got around Lewis by the end of the first lap then railed his thumper around Billings on the following lap for the lead. McCulloch again worked up to second, but this time Arnold had an untouchable lead.

Results

P/W B-2: 1. Timmy Mc Daniel (Yam); 2. Charles Messer (Yam); 3. Aaron Tomota (Yam).

P/W B-1: 1. Brett Mountain (Yam); 2. Clark Figueras (Yam); 3. Matthew Prince (Yam).

P/W A: 1. Chris Nihan (PAX); 2. Scott Howe (Yam); 3. Blake Margheim (Yam); 4. Anthony Barbacovi (Yam).

60 BEG: 1. Anthony Barbacovi (Kaw); 2. Blake Margheim (Kaw); 3. Jonathan Newman (Kaw).

60 (0-8): 1. Scott Howe (Kaw); 2. Gerard Patin (Kaw); 3. Chris Nihan (Kaw); 4. Tim Buntin (Kaw).

60 (9-11): 1. Christopher Gosselaar (Kaw); 2. Johner Faulkner (Yam); 3. J.R. Terry (Yam); 4. Eric Durrer (Kaw); 5. Bradley Arnold (Kaw).

MINI BEG: 1. Johner Faulkner (Yam); 2. Kevin Townsend (Yam); 3. Donnie Durrer (Yam); 4. James Newman (Hon); 5. Joe Mendoza (Kaw).

MINI NOV: 1. Devin Seeger (Suz); 2. Travis Smith (Yam); 3. Chris Honhold (Kaw); 4. Todd Gosselaar (Yam).

MINI INT: 1. Christopher Gosselaar (Kaw); 2. Ito Posca (Yam).

MINI EX: 1. Lanny Turner (Suz).

125 BEG: 1. Kevin Tarwater (Kaw); 2. Wes Dell (Suz); 3. Wes Faria (Kaw); 4. Mike Johnson (Kaw); 5. John Yusta (Suz).

125 NOV: 1. Chris Blanton (Yam); 2. Clint Shepard (Suz); 3. Bob Arens (Suz); 4. Matt Blacklock (Hon); 5. Mike Collier (Kaw).

125 INT: 1. Shaun Perolio (Yam); 2. Philip Richmond (Suz); 3. Mike Crosby (Kaw); 4. Jim Buntin (Suz); 5. Joey Clark (Kaw).

125 PRO: 1. Joey Pratt (Suz).

250 BEG: 1. Ray Harp (Kaw); 2. Rich Cordes (Hon); 3. Jordan Lieberman (Suz); 4. Robbie Tate (Yam); 5. Bert Vega (Yam).

250 NOV: 1. Bobby Hall (Suz); 2. Ken Reed (Kaw); 3. Bob Bottcher (Hon); 4. Danny Bushey (Suz); 5. Jay Hammond (Suz).

250 INT: 1. Joe Lozano (Hon); 2. Mike Gallegos (Hon); 3. Rod Robertson (Hon).

250 PRO: 1. Ryan Carlisle (Kaw).

500 NOV: 1. John Tookey (Kaw).

JR VET BEG: 1. Ray Harp (Kaw); 2. Jimmy Smith (Suz); 3. Gary Campbell (Yam); 4. Gary Ivin (Yam).

JR VET NOV: 1. Cornado Mongnello (Hon).

JR VET INT: 1. Darren Elliott (Hon); 2. Steve Corteville (Yam).

JR VET EX: 1. Jon Zahrt (Yam).

VET BEG: 1. Elmer Silfies (Yam); 2. Andy Flum (Yam).

VET NOV: 1. Dave Arnold (Hon); 2. Mark McCulloch (Kaw); 3. Craig Bryson (Yam); 4. Bud Lewis (Yam); 5. Joseph Billings (Hon).

VET INT: 1. Mark Reha (Hon).

VET PRO: 1. Mark Horton (Yam); 2. Rod Robertson (Hon); 3. Tom Webb (Hon).

SR BEG: 1. Larry Kirsch (Hon).

Perry, Smith double at New Hampshire Road Race

By Larry Bell

LOUDON, NH, AUG. 28-29

Double-class winners Jeff Perry and Marc Smith were the weekend heroes as New Hampshire International Speedway hosted AMA/LRRS sprint road racing thrills, with trackside temperatures approaching near-record levels in the triple digits.

Saturday's sprints saw Honda-mounted Perry hook up against John Illich in the Middleweight Superbike class. The duo prompt-



Marc Smith won two Supersport classes at the New Hampshire Road Race.

ly left the field to finish with Perry in front and Illich in second. They again went wire to wire in the Mediumweight Supersport division, with Illich briefly holding the lead before having Perry reel him in to finish with a several second lead at the flag. Both were riding CBR600s and were third and fourth, respectively, in the point standings entering the weekend.

Kawasaki-rider Smith started his weekend on a good note by finishing second in the Heavyweight Superbike class, which Louis Saccoccio topped on Saturday. Smith was leading in the points race coming into the race and Saccoccio was fourth.

On Sunday, Smith rode hard and won the Unlimited Supersport class, just ahead of Brett Metzger. Smith then topped Heavyweight Supersport after a race-long dice with Steve Moriarty. Both rode Kawasaki ZX750s.

Saccoccio and Smith reversed roles in the Unlimited Grand Prix division, with Saccoccio taking the win aboard a Suzuki and Smith the runner-up. Smith and Saccoccio are running 1-2 in the points.

Solo GTO/GTU Expert endurance racing action on Saturday had a real surprise as William Greenwood took class honors on his TZ250 ahead of Brett Metzger's GSXR1100 and Kory Rooks' GSXR750. Greenwood was running 12th overall in GTU points coming into the weekend.

Sunday's GTU Amateur endurance contest got off to a poor start as a three-rider pile-up in turn three brought out the red flag. The only crasher able to continue was Ludovic Lacourte, who pulled his Yamaha out of the rubble and made the restart. He finished with a very strong third behind Steve Trudel and Rob Mathews. Also, Lacourte went on to finish second in Lightweight Superbike; Trudel also took another victory in the Mediumweight Grand Prix, winning by a four-second margin.

Results

SATURDAY

GTO JR: 1. Shawn Menard (Suz); 2. Philip DeGregorio (Hon); 3. Chris Cummings (Suz); 4. George Hulsair (Suz); 5. Thomas McGinley (Kaw).

GTU JR: 1. Ralph Peppe (Hon); 2. Enda McGinn (Hon); 3. James McCarthy (Hon); 4. Daniel Rosato (Hon); 5. Gunnar Wicklund (Hon).

SOLO GTO EX: 1. William Greenwood (Yam); 2. Brett Metzger (Suz); 3. Kory Rooks (Suz); 4. David Fett (Kaw); 5. Peter Kates (Suz).

SOLO GTU EX: 1. Jim Lester (Hon); 2. Peter Illich (Hon); 3. Timothy O'Connor (Yam); 4. John Scheehser (Hon); 5. Stephen Cooke (Hon).

L/W S/SPT AM: 1. Ludovic LaCourte (Yam); 2. John Jurkiewicz (Suz); 3. Douglas Miller (Yam); 4. James Marchetti (Yam); 5. Scott Korhonen (Hon).

SPTM AM: 1. Kevin Perry (Yam); 2. Mark Brown (Kaw); 3. Christopher Holske (Kaw); 4. John Bazyk (Kaw); 5. Troy Hogg (Kaw).

M/W TWN/SPT: 1. Steven Vargas (Kaw); 2. Steven Frederick (Kaw); 3. Andrew Pappas (Kaw); 4. Michael Moss (Kaw); 5. Richard Cuebas (Kaw).

U.S. TWN/SPT: 1. Thomas Massaro (H-D); 2. John Mattessich (H-D).

M/W S/BK EX: 1. Jeff Perry (Hon); 2. John Illich (Hon); 3. Donald Berry Jr. (Kaw); 4. Peter Illich (Hon); 5. Pete Schweitzer (Hon).

U/L PROD EX: 1. Charles Small (Suz); 2. Richard Doucette (Suz).

M/W S/BK JR: 1. Aaron Spettel (Hon); 2. Steve Thibodeau (Suz); 3. Douglas Donelan (Yam); 4. Daniel Rosato (Hon); 5. Timothy Kiseleski (Hon).

U/L PROD JR: 1. Scott Ford (Suz); 2. Mike Indresano (Hon); 3. Michael Lees (Kaw); 4. Charles Miller (Kaw); 5. Chris Cummings (Suz).

L/W GP AM: 1. Kevin Perry (Yam); 2. Ludovic LaCourte (Yam); 3. Douglas Miller (Yam); 4. Michael Castell (Hon); 5. Charles Brighenti (Yam).

H/W S/TWN AM: 1. Joseph DiMuccio (Duc); 2. R.J. Crowley (Hon).

M/W PROD AM: 1. Hugh Plumb (Hon); 2. Kenneth Hunter (Yam); 3. Christopher Bliss (Hon); 4. Chris Greve (Hon); 5. Conboy Desmond (Hon).

L/W S/SPT EX: 1. Brett Metzger (Yam); 2. Brett Guyer (Yam); 3. Brian Baron (Yam); 4. Russell Grimes (Yam); 5. Declan Carbin (Kaw).

L/W S/SPT JR: 1. Michael Vaughan (Yam); 2. Francis Reed (Yam); 3. Eric Boyden (Yam); 4. Jonathan Vaughan (Yam); 5. Mark Anzalone (Yam).

SPTM JR: 1. Rick Moreau (Yam); 2. Peter Van Buren (Kaw); 3. Allen Hepler (Kaw); 4. Lawrence Ebert (Kaw); 5. Charles Minichiello (Yam).

H/W S/SPT AM D-1: 1. Michael Charron (Suz); 2. Eric Reeber (Kaw); 3. Gary Pescatore (Kaw); 4. David Washburn (Suz); 5. Brian Suppy (Hon).

H/W S/SPT AM D-2: 1. Paul Grimes (Suz); 2. Matthew Gross (Suz); 3. Chris Reynolds (Suz); 4. Cesar Loaiza (Hon); 5. Scott Pennoyer (Hon).

M/W S/SPT EX: 1. Jeff Perry (Hon); 2. John Illich (Hon); 3. Donald Berry Jr. (Yam); 4. Sean Sweeney (Hon); 5. Jim Lester (Hon).

M/W S/SPT JR: 1. Aaron Spettel (Hon); 2. Steve Thibodeau (Suz); 3. Noel Brown (Hon); 4. Douglas Donelan (Yam); 5. Thomas McElreavy (Hon).

L/W S/TWN AM: 1. Kyle Thompson (Duc); 2. Mark Brown (Kaw); 3. Andrew Pappas (Kaw); 4. Rich Halverson (Hon); 5. Troy Hogg (Kaw).

H/W TWN/SPT AM: 1. Steven Frederick (Kaw); 2. R.J. Crowley (Hon); 3. Steven Parolin (Kaw); 4. Diana Sewell (Hon).

H/W S/BK EX: 1. Louis Saccoccio (Suz); 2. Marc Smith (Kaw); 3. Nino Alegria (Kaw); 4. Charles Small (Suz); 5. Kory Rooks (Suz).

M/W GP EX: 1. William Greenwood (Yam); 2. John Illich (Hon); 3. Timothy O'Connor (Yam); 4. Stephen Cooke (Hon); 5. Raymond Blanchard (Hon).

H/W S/BK JR: 1. Michael Nemeth (Kaw); 2. Warren Koman (Kaw); 3. George Tarricone (Kaw); 4. Robert Kessell (Kaw); 5. Martin Limpert (Suz).

M/W GP JR: 1. Enda McGinn (Hon); 2. Steve Thibodeau (Suz); 3. Timothy Kiseleski (Hon); 4. Thomas McElreavy (Hon).

H/W S/BK AM: 1. Chris Reynolds (Suz); 2. Paul Grimes (Suz); 3. James Bouchev (Hon); 4. Cesar Loaiza (Hon); 5. Eric Reeber (Kaw).

SUNDAY

SOLO GTO JR: 1. Shawn Menard (Suz); 2. Philip DeGregorio (Hon); 3. Chris Cummings (Suz); 4. George Hulsair (Suz); 5. Thomas McGinley (Kaw).

SOLO GTU JR: 1. Ralph Peppe (Hon); 2. Enda McGinn (Hon); 3. James McCarthy (Hon); 4. Daniel Rosato (Hon); 5. Gunnar Wicklund (Hon).

GTO AM: 1. James Bouchev (Hon); 2. Eric Reeber (Kaw); 3. Paul Grimes (Suz); 4. Chris Reynolds (Suz); 5. Charles Johnston (Suz).

L/W S/TWN EX: 1. Zoran Vujasinovic (Hon); 2. Daniel Frisbie (Duc); 3. Rich Paxson (Duc); 4. Steve Aspland (Duc); 5. David Robertson (Duc).

L/W PROD EX: 1. Brett Guyer (Yam); 2. Brett Metzger (Yam); 3. Declan Carbin (Kaw); 4. Russell Grimes (Yam); 5. William Martovitch Jr. (Kaw).

L/W PROD JR: 1. Michael Vaughan (Yam); 2. Jonathan Vaughan (Yam); 3. Charles Minichiello (Yam); 4. Allen Hepler (Kaw); 5. Terry Baron (Kaw).

L/W S/TWN JR: 1. Frank Sedlack (Kaw); 2. Matthew Connorton (Duc); 3. Brian Myers (Hon); 4. Peter Van Buren (Kaw); 5. Lawrence Ebert (Kaw).

M/W S/BK AM: 1. Hugh Plumb (Hon); 2. Rob Mathews (Yam); 3. Kenneth Hunter (Yam); 4. Scott Pennoyer (Hon); 5. Christopher Bliss (Hon).

U/L GP EX: 1. Louis Saccoccio (Suz); 2. Marc Smith (Kaw); 3. Nino Alegria (Kaw); 4. Steve Moriarty (Kaw); 5. William Greenwood (Yam).

U/L GP JR: 1. Michael Nemeth (Kaw); 2. Steve Thibodeau (Suz); 3. Philip DeGregorio (Hon); 4. Chris Cummings (Suz); 5. Kurt Burmeister (Kaw).

L/W S/BK AM: 1. Kevin Perry (Yam); 2. Ludovic LaCourte (Yam); 3. Kyle Thompson (Duc); 4. Douglas Miller (Yam); 5. Michael DeMello (Kaw).

L/W PROD AM: 1. Steve Vargas (Kaw); 2. Steven Frederick (Kaw); 3. Andrew Pappas (Kaw); 4. John Bazyk (Kaw); 5. James Marchetti (Yam).

H/W S/TWN EX: 1. Jerry Wood (Duc); 2. Daniel Frisbie (Duc); 3. Mark Reynolds (Hon); 4. Steve Aspland (Duc); 5. David Robertson (Duc).

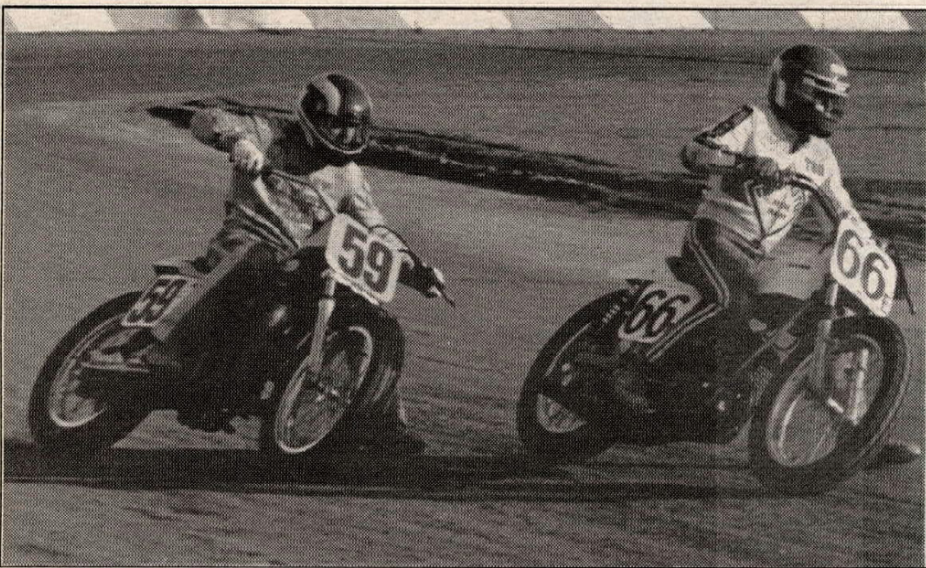
M/W PROD EX: 1. John Illich (Hon); 2. Michael Gallagher (Hon); 3. Donald Berry Jr. (Kaw); 4. Charles Chouinard (Hon); 5. Jim Lester (Hon).

L/W GP EX: 1. William Greenwood (Yam); 2. Timothy O'Connor (Yam); 3. Brett Guyer (Yam); 4. Roger Cosh (Yam); 5. David Kartan (Yam).

L/W GP JR: 1. Francis Reed (Yam); 2. Philip DeGregorio (Yam); 3. Shaal Perry (Yam); 4. Jonathan Vaughan (Yam); 5. Stephen DuVal (Yam).

M/W PROD JR: 1. Ralph Peppe (Hon); 2. Aaron Spettel (Hon); 3. Mike Indresano (Hon); 4. Daniel Rosato (Hon); 5. Noel Brown (Hon).

H/W S/TWN JR: 1. Matthew Connorton (Duc); 2. Brian Myers (Hon); 3. Lawrence Ebert (Kaw); 4. Rick Patrolia (Kaw).



David Rust (59) passed Tom Clark (66) en route to the 250cc win at Glen Helen.

U/L S/SPT EX: 1. Marc Smith (Kaw); 2. Brett Metzger (Suz); 3. Charles Small (Suz); 4. Sean Sweeney (Suz); 5. Eric Wood (Kaw).
U/L S/SPT JR: 1. Steve Thibodeau (Suz); 2. George Tarricone (Kaw); 3. Michael Nemeth (Kaw); 4. Kurt Burmeister (Kaw); 5. Robert Kessell (Kaw).

L/W S/BK EX: 1. Zoran Vujanovic (Hon); 2. Brett Metzger (Suz); 3. Brett Guyer (Yam); 4. Russell Grimes (Yam); 5. Paul Scarpa (Yam).

M/W TWN/SPT EX: 1. Lawrence Hanlon (Hon); 2. Declan Carbin (Kaw); 3. William Martovich Jr. (Kaw); 4. Michael Lesser (Kaw).

U.S. TWN/SPT EX: 1. Louis Saccoccio (H-D); 2. Gary Stas (H-D).

L/W S/BK JR: 1. Eric Boyden (Yam); 2. Ken Degnan (Yam); 3. Candace Gregoire (Yam); 4. Edward Yetter (Hon); 5. Daniel Portanova (Suz).

M/W S/TWN/SPT JR: 1. Daniel Clark (Kaw); 2. Allen Hepler (Kaw); 3. Stephen Martovich (Kaw); 4. John Dahl (Kaw); 5. Terry Baron (Kaw).

M/W S/SPT AM: 1. Kenneth Hunter (Yam); 2. Desmond Conboy (Hon); 3. Charles Fowler (Suz); 4. Christopher Bliss (Hon); 5. Rob Mathews (Yam).

H/W S/SPT: 1. Marc Smith (Kaw); 2. Steve Moriarty (Kaw); 3. Nino Alegria (Kaw); 4. Eric Wood (Kaw); 5. Kory Rooks (Suz).

H/W S/SPT JR: 1. Steve Thibodeau (Suz); 2. George Tarricone (Kaw); 3. Scott Ford (Suz); 4. Michael Nemeth (Kaw); 5. Enda McGinn (Hon).

U/L PROD AM: 1. Steven Trudel (Hon); 2. David Hetu (Suz); 3. Domenic Paci (Kaw); 4. Pierce Wrabel (Suz).

M/W GP AM: 1. Rob Mathews (Yam); 2. Chris Greve (Hon); 3. Hugh Plumb (Hon); 4. Steven Berard (Suz); 5. Michael Castell (Hon).

Pelton pulls off Glen Helen ST

By Jere Mayer
Photo by Suzanne Voll

SAN BERNARDINO, CA, SEPT. 11

David Pelton found the fast line on the track to score the win in the Open class, and David Rust passed brother Jim Rust to score the win in the 250cc Expert final at Glen Helen OHV Park.

The track was prepped to perfection as the riders lined up for the Open main. When the green flag dropped, three riders dove into turn one. Jim Rust charged ahead with Japanese visitor Masayuki Yamamoto passing under Pelton for second. Pelton looked up, hooked up, locked up, and screamed past Yamamoto on lap four. Rust was having engine trouble, and on the very same lap Rust rode high as Pelton blasted by for the lead. As Yamamoto closed in on Rust for second, the checkered flag dropped, and it was Pelton, Rust and Yamamoto finishing 1-2-3.

Jim Rust jumped out to an early lead in the 250cc Expert main and held it for several laps over brother David. But then, finding the sweet spot on the track, David Rust hooked up and roosted past Jim. With sparks flying from his steel shoe, David Rust never looked back, leaving Jim Rust and Tom Clark to battle for second. Clark had the power in the straights while Jim was quickest out of the turns. Sliding side by side towards the finish line, the fans were on their feet as the flag dropped with David Rust first, Jim Rust second, and Clark third.

Results

OPEN: 1. David Pelton (Rtx); 2. Jim Rust (Yam); 3. Masayuki Yamamoto (Hon).

250 EXPERT: 1. David Rust (Suz); 2. Jim Rust (Yam); 3. Tom Clark (Yam).

Triplett tops Marshfield HM

By Bill Holt

MARSHFIELD, WI, SEPT. 5

Randy Triplett styled his Al Muth H-D/Donahue H-D/General Eng./Davey Durrelle/Bell Helmets-sponsored machines to back-to-back wins in the 500cc and Open Pro classes at the Central Wisconsin State Fair.

The first class to tackle the slick, clay groove were the 500cc Pros. Triplett had finished high enough in his heat to make the front row. By the time the light flashed for the final he had

worked out his problems and by the third lap had taken control of the race. Triplett cruised home for the win in front of Kurt Boehlke, Cliff Ekes, Dave Cartwright and Kurt Kromroy for his first win of the afternoon.

There was no lack of attention when the Open Pro class lined up. Triplett wasted no time in taking command. He took the outside line all the way through the first two turns on his way to the front and was never headed. The racing was tight and exciting behind the leader. When the checkers flew Triplett had grabbed the win in front of Boehlke, George Istavanek, Bob Ybema and Steve Kastens.

Clarence Rupnow worked his Mischler's Wood-Rotax to the front of the Senior final to top Chris Laursen, Bob Kluender, Joe Poklasny and Steve Prisk for the win.

Dan Murre continued his winning ways in the 400cc Amateur class by rolling to the win past Lee Johnson, Roger Baner, Troy Johnson and Frank Anderson for the victory.

Eleven 50cc riders lined up for the final, and all eyes were tuned in as they peddled off of the line. Blake Young moved to the front of the pack after a slow start and held off Travis Kearns, Matt McGrath, Corey Strom and Jordan Jones for the win.

It was one of the best races of the season in the 250cc Amateur final. J.R. Schnabel snapped to the front of the pack at the flash of the green towing Brian Zurn and Ekes. Schnabel fought the track and Zurn as they swapped the lead nearly every turn. Schnabel never did find a way to put the power to the ground, and Zurn, who rode his best race of the season, used the slick track and a great ride to top Schnabel, Ekes, Mike Yingling and Dave Goehring for the well-deserved win.

Results

50: 1. Blake Young (MM); 2. Travis Kearns (MM); 3. Matt McGrath (MM); 4. Corey Strom (Yam); 5. Jordan Jones (Yam).

250: 1. Brian Zurn (Kaw); 2. J.R. Schnabel (Hon); 3. Cliff Ekes (Yam); 4. Mike Yingling (Hon); 5. Dave Goehring (Hon).

400: 1. Dan Murre (Hon); 2. Lee Johnson (Hon); 3. Roger Baner (Yam); 4. Troy Johnson (Hon); 5. Frank Anderson (Hon).

500: 1. Dave Cartwright (Yam); 2. J.R. Schnabel (Rtx); 3. Brian Zurn (Hon); 4. Chuck Clark (Hon); 5. Dan Dover (Kaw).

SR: 1. Clarence Rupnow (W-R); 2. Chris Laursen (Yam); 3. Rob Kluender (Tri); 4. Joe Poklasny (Suz); 5. Steve Prisk (Yam).

500 PRO: 1. Randy Triplett (W-R); 2. Kurt Boehlke (KTM); 3. Cliff Ekes (Yam); 4. Dave Cartwright (Yam); 5. Kurt Kromroy (Suz).

OPEN PRO: 1. Randy Triplett (Rtx); 2. Kurt Boehlke (Rtx); 3. George Istavanek (H-D); 4. Bob Ybema (Hon); 5. Steve Kastens (Yam).

Schnabel, Smolders shine at Blackhawk Short Track

By Bill Holt

SOUTH BLOOMING, IL, SEPT. 13

J.R. Schnabel rode the wheels off of his Suburban H-D/Mid Cities Motorsports/Rotech/Torque Center/Schnabel Electric machines to take wins in both the 500cc Amateur and Open Amateur classes at the second and final race of 1993 at the new track at Blackhawk Farms.

Schnabel got out in front of the 500cc Amateur class early and raced home to take his first win of the day over Steve Forrest, Dave Cartwright, Brian Zurn and Mike Ybema.

The Open Class was the first ride for JR Schnabel on the Steve Champine 883 Harley-Davidson, and he looked like an old hand as he ripped the holeshot and held off Art Mischler's Triumph, Mike Duvall's 883 and Randy Phillippe's 750 Yamaha for his second win of the day.

Tyler Smolders ran an outside line from the starting line all the way through turn two to take the lead in the 80cc Junior division and pull

away from the pack for the win. Stevie Welch worked her Yamaha through the crowd to take second over Dan Mischler and Jon Hansen. Smolders had to work his way back from a slow start in the 65cc class to overcome Jonathan Hansen and Corey Statz to take his second win of the day.

Results

50 AM: 1. Justin Statz (Ita); 2. Matt McGrath (MM); 3. Blake Young (MM); 4. Travis Kearns (MM); 5. Shawn Wade (Yam).

65 AM: 1. Tyler Smolders (Kaw); 2. Jon Hansen (Kaw); 3. Corey Statz (Kaw); 4. Justin Voight (Kaw); 5. Steven Moore (Kaw).

80 JR: 1. Tyler Smolders (Kaw); 2. Stephanie Welch (Yam); 3. Dan Mischler (Kaw); 4. Jon Hansen (Suz); 5. Chris Champine (Kaw).

80 SR: 1. Kye Ybema (Kaw); 2. Matt Kimmes (Hon); 3. Eric Mischler (Suz); 4. Todd Cleaver (Suz); 5. Tim Huss (Suz).

COMB: 1. Brad Rosine (Hon); 2. Jeremy DeRuyter (Yam); 3. Scott Nowicki (Yam); 4. Barnaby Tamazevik (Hon); 5. Nick Gustin (Yam).

250: 1. Brian Zurn (Kaw); 2. Tom Bries (Kaw); 3. Dave Goehring (Hon); 4. Mike Yingling (Hon); 5. Steve Janisch (Kaw).

400: 1. Dan Murre (Hon); 2. Kye Ybema (Hon); 3. Nick Estes (Rtx); 4. Scott Houpt (Suz); 5. Tony Zurn (Hon).

500: 1. J.R. Schnabel (Rtx); 2. Steve Forrest (Yam); 3. Dave Cartwright (Yam); 4. Brian Zurn (Hon); 5. Mike Ybema (Hon).

OPEN: 1. J.R. Schnabel (H-D); 2. Art Mischler (Tri); 3. Mike Duvall (H-D); 4. Randall Phillippe (Yam); 5. T.S. Webb (BSA).

SR: 1. Larry Piekos (Yam); 2. Clarence Rupnow (W-R); 3. Dave Mertz; 4. Joe Poklasny (Suz); 5. Steve Prisk (Yam).

Engstrom hauls at Hurricane Hills Motocross

By George Hodkinson

MAZEPPA, MN, SEPT. 6

Robbie Engstrom was the sole rider to enjoy two class wins at the Hurricane Hills MX facility, winning the 17-24 A class aboard his CR500 and the 250cc A class on a borrowed KX250.

In the first moto of the 250cc A class Team Green rider Corey Keeney put his KX into the lead off the start followed by Jim Povolny, Chad Winecke and Engstrom. By the completion of the second lap Engstrom had moved into second and set his sights on Keeney. Lap after lap the two stayed equal distance apart as they awed spectators by leaping the 90-foot uphill doubles that few riders attempted. At the finish Keeney scored the win with Engstrom settling for second. Winecke and Povolny came in third and fourth, respectively.

At the start of moto two Engstrom and Keeney were side by side going into the first corner, but Engstrom shut the door on Keeney's attempt to grab the holeshot and wound up getting the drive for the lead. Engstrom set a blistering pace in the early part of the race which Keeney couldn't match. As the race unfolded, Engstrom was able to keep the same distance between himself and Keeney up to the finish.

"Everything finally felt good," said Engstrom. "Today was the best ride I've had all year."

Mike Kann used his home-track advantage to score the overall win in the Mini Senior class at his parents' track. In the first moto Luke Wiitala put his Honda out front but overshot the first corner, allowing Kann, Brian Roussell and Mike Ettesvold by. By lap one Ettesvold was charging after Kann. Ettesvold displaced Kann on the second lap for good, and the two riders finished in that order while Lance Cunningham moved up into third and Samuel Miner finished the moto in fourth.

Kann was first to the corner in moto two followed by Miller and Wiitala. The long whoop section at Hurricane Hills has a way of sorting out riders, and this moto was no exception as after the first lap Ettesvold moved into second with Miller third and Cunningham fourth. Kann and Ettesvold put on an impressive show off front as they flew side by side over numerous jumps. Ettesvold was able to stick a wheel on the inside of Kann through some of the corners, but Kann was able to bear the pressure to the finish, winding up with the moto and overall win. Ettesvold was right behind for second as Cunningham again moved up to third. Miller was fourth.

Results

MICRO MINI: 1. Billy Olson (Yam); 2. Joe Ettesvold (Yam); 3. Bill Krusmark (Yam); 4. Anthony Gardner (Yam); 5. Josh Carlson (Yam).

P/W: 1. Randy Palmer (Kaw); 2. Nate Broughton (Kaw); 3. Andy Miller (Kaw); 4. Zach Derry (Kaw); 5. Jacob Scholar (Kaw).

MINI JR: 1. Dennis Eckstrom (Yam); 2. Courtney Sampson (Hon); 3. Zach Derry (Yam); 4. Randy Palmer (Hon); 5. James Leary (Hon).

MINI SR: 1. Mike Kann (Yam); 2. Mike Ettesvold (Yam); 3. Lance Cunningham (Kaw); 4. Samuel Miller (Yam); 5. Brian Roussell (Kaw).

YTH: 1. Shelly Kann (Yam); 2. Chris Andrews (Hon); 3. Andy Koteik (Hon); 4. Marc Little (Kaw); 5. Jamey Grosser (Yam).

17/24 A: 1. Robbie Engstrom (Hon); 2. Chad Winecke (Hon); 3. Kyle Love (Yam); 4. Aaron Carlson (Suz); 5. Jerrod Fortune (Hon).

17/24 C: 1. Matt Ludescher (Kaw); 2. Chris Stein (Kaw); 3. Bill Medek (Kaw); 4. Richard Wiitala (Hon); 5. Justin Dokken (Hon).

25+ A: 1. Bryan Hunt (Hon); 2. Gary Bronikowski (Hon); 3. Jay Merrill (Yam); 4. David Niemi (Kaw); 5. Brian Otto (Yam).

25+ C: 1. Rory Vesel (Kaw); 2. Robert Hanson (Yam); 3. Rick Norum (Yam); 4. Tim Bohman (Hon); 5. Greg Kalis (Kaw).

VET A: 1. Brian Otto (Yam); 2. Bill Engstrom (Hon); 3. Mickey Mickelson (Hon); 4. William Corcoran (Hon); 5. Jack Parenteau (Hon).

VET B: 1. Tim Blake (Yam); 2. Bernie Pospisil (Kaw); 3. James Polvolny (Suz).

VET C: 1. Gary Groth (Yam); 2. Jon Holtz (Yam); 3. A.J. Kaziauskas (Hon); 4. Jeff Risch (Suz); 5. Brian Cole (Hon).

SR: 1. John Tieden (Yam); 2. David Knospe (Kaw); 3. Bob Keith (Yam); 4. Jim Denevan (Suz); 5. Ken Corrin (Hon).

WMN: 1. Amy Groth (Yam); 2. Tricia Oben (Yam); 3. Jill Wolber (Yam); 4. Karen Hodkinson (Kaw).

125 A: 1. Cory Keeney (Kaw); 2. Jerrod Fortune (Hon); 3. Jay Mercin (Yam); 4. Pat Donaho (Hon); 5. Jim Povolny (Suz).

125 B: 1. Mike Heggen (Kaw); 2. Nicholas Nenow (Kaw); 3. Chuck Chesler (Hon); 4. Joe Beaulieu (Hon); 5. Ross Wareberg (Kaw).

125 C: 1. Robert Marvis (Hon); 2. Rick Smith (Hon); 3. Adam Graham (Yam); 4. Luke Adelman (Kaw); 5. Jeff Lovick (Yam).

250 A: 1. Robbie Engstrom (Kaw); 2. Cory Keeney (Kaw); 3. Kyle Love (Yam); 4. Jim Povolny (Suz); 5. Chad Winecke (Hon).

250 B: 1. Joe Bemhou (Yam); 2. Matt Ludescher (Kaw); 3. Bob Gobliesch (Hon); 4. Richard Wiitala (Hon); 5. Bill Medek (Kaw).

250 C: 1. Robert Hanson (Yam); 2. Rick Norum (Yam); 3. Tim Crews (Suz); 4. Tim Blake (Yam); 5. Jon Holtz (Yam).

OPEN A: 1. Scott Steidle (Hon); 2. David Niemi (Kaw).

OPEN C: 1. Tim Bohman (Hon); 2. Mark Winnarka (Hon).

Bronikowski scores two at Spring Creek Motocross

By George Hodkinson

MILLVILLE, TN, SEPT. 5

Former factory Can-Am rider as well as National and Supercross competitor Gary Bronikowski scored double wins in the 25+ A and the Open A class at John Martin's Spring Creek MX Park.

"Today marks my official comeback to motocross," Bronikowski said. "And I plan to race the Vet Nationals out west."

It was evident from his riding that he is up to speed already despite not having raced for over a year as he was four for four in holeshots and three for four in moto wins, placing second in his last moto of the day behind Bryan Hunt.

In the first moto of the Open A class Bronikowski pulled out in front at the start and stayed there the rest of the moto as David Niemi gave chase early on. By the midpoint of the race Bronikowski was out of sight, and the two riders finished in that order. The second moto proved to be more entertaining as Niemi kept on Bronikowski's heels and took advantage of a Bronikowski crash to inherit the lead. When Bronikowski crashed a second time it appeared that Niemi was going to take the win, but Niemi fell victim to the sand as well, and he crashed hard. Niemi had to pull out of the race, giving Bronikowski the moto and overall wins.

The 25+ C class was the biggest of the day with 32 riders on the gate. In the first moto Jeff Farnell blasted into the lead followed by Kyle Longtin and Robert Hanson. Longtin crashed in the second corner, causing a pile-up as many riders had to slow down and the pack began to space out. By the end of the first lap, Mike Fox put his Suzuki into the lead followed by Rory Vesel, and the two were to stay that way until the finish with Farnell slipping back to fourth at the checkered flag.

In the second moto John Lovelace grabbed the holeshot as Longtin was in second, and Craig Stickfort in third. Within one lap the front-runners changed position as Vesel worked into the top spot. The duo of Fox and Vesel remained close right to the finish with Vesel holding onto the lead until the last lap when Fox slipped by for the win. Vesel was second, and Lovelace was a bit off the pace in third.

Results

MICRO MINI: 1. Joe Ettesvold (Yam); 2. Bill Krushark (Yam); 3. Billy Olson (Yam); 4. Joshua Carlson (Yam); 5. Anthony Gardner (Yam).

P/W: 1. Randy Palmer (Kaw); 2. Nathan Broughton (Kaw); 3. Adam Deal (Kaw); 4. Craig Lambrect (Kaw); 5. Jacob Scholar (Kaw).

MINI JR: 1. Courtney Sampson (Hon); 2. Dennis Eckstrom (Yam); 3. Randy Palmer (Hon); 4. Zach Derry (Yam); 5. George Young (Yam).

MINI SR: 1. Cory Huppert (Yam); 2. Lance Cunningham (Kaw); 3. Mike Ettesvold (Yam); 4. Ryan Megaw (Yam); 5. Mike Kann (Yam).

YTH: 1. Shelly Kann (Yam); 2. Christian Andrews (Hon); 3. Marcus Little (Kaw).

17-24 A: 1. Robbie Engstrom (Hon); 2. Chad Winecke (Hon); 3. Kyle Love (Yam); 4. Robbie McDowell (Hon); 5. Thomas Peterson (Hon).

17-24 C: 1. Ron Grundhauser (Hon); 2. Matt Ludescher (Kaw); 3. Brent McKean (Yam); 4. Matt Kleine (Hon); 5. Don Oreckovich (Kaw).

25+ A: 1. Gary Bronikowski (Hon); 2. Bill Engstrom (Hon); 3. Bryan Hunt (Hon); 4. Dana Hunt (Hon); 5. Mickey Mickelson (Hon).

25+ C: 1. Mike Fox (Suz); 2. Rory Vesel (Kaw); 3. Robert Hanson (Yam); 4. Mark Schantzen (Hon); 5. Jeffrey Farnell (Hon).

VET A: 1. Dana Hunt (Hon); 2. Bill Engstrom (Hon); 3. Mickey Mickelson (Hon); 4. Mike Nathe (Kaw); 5. William Corcoran (Hon).

VET B: 1. David Spizman (Hon); 2. Mike McNeil (Hon); 3. Jerry Schulze (Yam); 4. Jeff Olson (Hon); 5. Jeffrey Farnell (Hon).

VET C: 1. Dan Lacroix (Suz); 2. Vince Linders (Hon); 3. Rick Lambrect (Suz); 4. Mike Lyndorff (Hon); 5. Richard Becker (Yam).

SR: 1. John Tieden (Yam); 2. Bob Kelly (Yam); 3. Harold Gooch (Kaw); 4. Jerry Bumgardner (Hon); 5. David Knospe (Kaw).

125 C-1: 1. Steve Bechel (Kaw); 2. Greg Jendro (Yam); 3. Kasey Luby (Kaw); 4. Timothy Grayson (Kaw); 5. Matt Belkholm (Suz).

125 C-2: 1. Aaron Huppert (Suz); 2. Tyler McElhany (Yam); 3. Justin Peterson (Hon); 4. Jeff Mortel (Yam); 5. Rick Lambrect (Yam).

125 B: 1. Scott Johnson (Suz); 2. David Spizman (Hon); 3. Joe Beaulieu (Hon); 4. Mike Dakovich (Hon); 5. Ross Wareberg (Kaw).

125 A: 1. Pat Donaho (Hon); 2. Jerrod Fortune (Hon); 3. Heath Voss (Yam); 4. Steve Krech (Hon).

250 C-1: 1. Mike Fox (Suz); 2. Richard Burns (Hon); 3. Jeff Farnell (Hon); 4. Rick Norum (Yam); 5. Brian Snude (Hon).

250 C-2: 1. Craig Blomgren (Kaw); 2. Robert Hanson (Yam); 3. Stephen Kizer (Kaw); 4. Mark Schantzen (Hon); 5. Brett Vesel (Hon).

250 B: 1. Chris Cox (Hon); 2. Mike Dakovich (Hon); 3. Joe Beaulieu (Yam); 4. Richard Riehm (Hon); 5. Rory Vesel (Kaw).
250 A: 1. Heath Voss (Yam); 2. Kyle Love (Yam); 3. Chad Winecke (Hon); 4. Robbie McDowell (Hon); 5. Thomas Peterson (Hon).
OPEN C: 1. Ron Grundhauser (Hon); 2. Bruce Brainard (Kaw); 3. Brent Herber (Hon).
OPEN A: 1. Gary Bronikowski (Hon); 2. Jeffery Bohman (Hon); 3. Steve Tuomela (Kaw); 4. David Niemi (Kaw).

Langland lands Montgomery ShortTrack

By Tim McBride

MONTGOMERY, MN, SEPT. 11

Verdeen Langland picked up where he left off by winning his second consecutive Open A main event. The White Bros./Motion Pro/Bieffe/K&N/Boyesen/Larson's Cycle-sponsored Langland also increased his winning streak to five in the 250cc class at Dave Dole's Montgomery Speedway.

Open A heat winner Billy Hoffmiester sat on the pole at the start of the final. Lined up next to him were Langland, Eric Brouhard, Randy Triplett and Mike Tehro. When race promoter Phil Little threw the green flag, it was Hoffmiester with the quickest reactions. With two laps down Hoffmiester was under attack from Langland as the pair moved a few lengths ahead of Brouhard, Triplett and Tehro. On the next lap, Triplett moved by Brouhard and set after the leaders. Langland looked to the outside of Hoffmiester on every lap but mixed it up as he dove to the inside in turn three to take control of the lead.

The race reached fever pitch when Triplett finally engaged the front-runners on lap five. The trio had the crowd cheering with anticipation as they ran the corners three abreast for the remainder of the race. A very elated Langland eventually came out on top of the battle by a narrow margin over Hoffmiester and Triplett. Brouhard and Tehro finished fourth and fifth, respectively.

After chasing Kevin Van Alstine in the Open B main, Bill Berard's opportunity came on lap five as the duo encountered lapped traffic in turn three.

"I watched Kevin go to the outside of the lapper," said race winner Berard. "That left a big hole for me on the inside so I took it."

Results

OPEN PRO: 1. Verdeen Langland (Hon); 2. Billy Hoffmiester (Rtx); 3. Randy Triplett (W-R); 4. Eric Brouhard (Rtx); 5. Mike Tehro (Hon).
30+ VINT: 1. Bill Berard (Hon); 2. Jerry Koch (Yam); 3. Kevin Van Alstine (Rtx); 4. Paul Koch (Yam); 5. Sam Niskanen (Kaw).
OPEN TW: 1. James Eastlee (Yam); 2. Steve Hill (Tri); 3. Frank Radloff (Yam); 4. Joe Blackwell (Yam); 5. Bob Reynolds (H-D).
PRE-75 30+: 1. Charlie Langland (Duc); 2. Joe Blackwell (Yam); 3. James Gliddon (Yam).
VINT 250: 1. Sam Niskanen (Kaw); 2. John Ronnenberg (Yam).
600 B: 1. Bill Berard (Hon); 2. Kevin Van Alstine (Rtx); 3. Paul Koch (Yam); 4. Jerry Koch (Yam); 5. Bob Herman (Yam).
NOV: 1. Jerry Koch (Yam); 2. Aaron Nelson (Kaw); 3. Bob Nelson (Yam); 4. Andy Nelson (Yam); 5. James Gliddon (Yam).
250 B: 1. Verdeen Langland (Hon); 2. Bill Berard (Hon); 3. Kevin Van Alstine (Yam); 4. Sam Niskanen (Kaw); 5. Marcus Bauer (Hon).
85: 1. Mat Powers (Kaw); 2. Verlon Langland (Kaw); 3. Keegan Iverson (Suz); 4. Adam Henrichs (Hon).
MICRO MINI: 1. Anthony Gardner; 2. A.J. Larson; 3. Josh Koch; 4. Cohlman Rutschow; 5. Clayton Rutschow.

Knick nabs Bear Creek ST

By Kevin George

S. CANTON, OH, SEPT. 11

Peter Knick not only led every lap of the Light Flat Track division feature, but he put his Kawasaki out front in the Heavy division feature as well, scoring wins in both at Bear Creek Speedway.

This was Knick's first race on the Bear Creek oval, and he could muster no better than third and fourth place finishes in the Lightweight heat. But he came back to holeshot the feature. Lenny Umpleby was all over Knick for a solid eight laps but couldn't shake up the newcomer, and Knick posted the win.

After moving from third place to overtake Norm Into on the last lap of the first Heavy heat, Knick stayed up front for the next heat and main event in that division also. Hard-charging Jerry Berardinelli pressed Knick even harder than Umpleby had, but Knick rode his race as if he was alone on the track and took his second class win. Umpleby managed to finish third, putting both riders up in the money.

Brian Bellinger also took advantage of running two classes as he topped the Light and Heavy Knobby classes on his 125 Suzuki. Bellinger dominated action in the Light class. A holeshot put Bellinger up front in the Heavy feature with Into applying the pressure. Into's big bore Honda clearly had more power, but each time he was in position to make the pass they were back in the turns where Bellinger took advantage of his lighter, less powerful Suzuki. John Delbalso ran the race all alone in third. Kim Brown won out in a heated battle with Jim Piecuch and John Clark to take fourth.

Charlie Italia remained the dominating force in Youth action with a half-lap margin of victory. Italia's toughest competition in heat action, Damien Anderson, stalled at the drop of the gate. Stephan Hayes had to work his way around Jason Berardinelli to take up the chase.

In speedway action it was Scotty Brown all the way in the Scratch main. Brown was top qualifier by winning both of his heats. Kevin Smith and Jeff Tretera also had heat wins. Pat Reynolds worked around Smith and Tretera to take a second place finish.

In the Handicap main it was John Vasil out front early with Maurer taking over on the third lap. Maurer first held off a challenge from Smith, then it was Tretera dogging him the final four laps. Brown came from a back straight start to take a third place finish. Reynolds finished fourth after starting from the 75 yard line.

Results

YTH BK: 1. Charlie Italia (Yam); 2. Stephen Hayes (Yam); 3. Jason Berardinelli (Yam); 4. Ryan Waite (Hon).
KNBBY L/W: 1. Brian Bellinger (Suz); 2. Torrey B. Snow (Yam); 3. Mark Campbell (Hon); 4. Mike Keefe (Hon).
KNBBY HVY: 1. Brian Bellinger (Suz); 2. Norm Into (Hon); 3. John Delbalso (Suz); 4. Kim Brown (KTM).
FLT TRK L/W: 1. Peter Knick (Kaw); 2. Lenny Umpleby (Hon); 3. Mark Kukasky (Suz); 4. Don Herron (Bul).
FLT TRK HVY: 1. Peter Knick (Kaw); 2. Jerry Berardinelli (Hon); 3. Lenny Umpleby (Hon); 4. Norm Into (Hon).
HDGP: 1. Mark Maurer (Jaw); 2. Jeff Tretera (Jaw); 3. Scotty Brown (Jaw); 4. Pat Reynolds (Jaw).
SCRATCH: 1. Scotty Brown (Jaw); 2. Pat Reynolds (Jaw); 3. Jeff Tretera (Jaw); 4. Kevin Smith (Jaw).

Hess best at Dillwyn 100 HS

By Mary Jackson

DILLWYN, VA, SEPT. 5

Havoline/Oury/Neely/Tusbaki/Bare Bros-backed Brian Hess was the overall winner at the Dillwyn, Virginia, Hare Scrambles despite being slowed by a flat tire.

Hess was first off the line at the start and built a good lead for the first two laps. Mark Allman followed in second and Andrew Williams held third. Hess' rear tire went down on the motocross section at the start of the third lap, and he lost hope of being able to finish the race as he slowed down until only eight seconds separated him and the top rider in the 250cc A Class. But by the start of the fourth lap Hess had decided to try to keep his pace and bring home the victory. He finished the race, running three laps with a flat tire, and bagged the overall win with 45 seconds to spare.

The 250cc A class was very interesting as Rick Romans on a 250cc Suzuki was the one to watch. By the third lap he had come within eight seconds of Hess. Taking the second place position was brother Mike Romans, and third was George Greer.

Danny Morrison battled R.J. Faddis in the Vet A class. Every lap the two riders switched places. At the finish Morrison was back in the lead and took first place.

Results

OA: 1. Brian Hess (Kaw).
250 AA: 1. Mark Allman (Kaw); 2. Andrew Williams (Kaw).
0-200 A: 1. Luther Barden.
250 A: 1. Rick Romans (Suz); 2. Mike Romans (Suz); 3. George Greer; 4. Tony Lambert (Suz); 5. Tommy Handy (Kaw).
500 A: 1. Phillip Doyle; 2. Montie Orr; 3. Kevin Campbell.
VET A: 1. Danny Morrison; 2. R.J. Faddis; 3. Darryl Campbell.
0-200 B: 1. David Erickson; 2. Daniel Morrison; 3. Larry Lewis; 4. Ron Thompson.
250 B: 1. Ashley Hall; 2. Timmy Mitchell; 3. Randall Ellison; 4. Paul Sandridge; 5. Thomas Gibson.
500 B: 1. Tracy Crawford; 2. Gary Proffitt; 3. Eddie Minnix; 4. Greg Falls.
VET B: 1. Don Hall; 2. Robin Peltier; 3. Mike Anglin.
SR: 1. Bob Williams; 2. Russell Nelson; 3. R.E. Wick; 4. Mike Forester.
4-STRK: 1. David Baldwin; 2. Joel Burgess; 3. James Phillips; 4. Steve Richardson; 5. Kevin Brooks.
0-100: 1. Jason Greer; 2. James Bennett; 3. Chris Bagget; 4. Brian Bovna; 5. Joshua Bell.
0-200 BEG: 1. Jim Lask; 2. Joe Morris; 3. Frank Phillips; 4. Jim Casper; 5. Mark Roeder.
250/500 BEG: 1. Jerry Presley; 2. Ronald Ingram; 3. Kelly Allen; 4. Kevin Viars; 5. Rodney Gravenor.

Reynertson rules Palmdale GP

By Greg Robertson

PALMDALE, CA, SEPT. 6

Ric Reynertson ran away and hid from a large field of 125cc Beginners to claim the overall honors at California Racing Club's Desert Sun Grand Prix at Los Angeles County Raceway. The Labor Day event was the third and final round of the 16th annual Tri-Race Series.

Reynertson got things off by leading the pack through the first turn after the dead engine start. Brian McCormick was running a close second and actually got around Reynertson to take the lead with one lap down. Bryan Lamborn had moved up a couple of positions into third ahead of Doug Ellis and Jamie Myers.

By the third of what would eventually be a 12-lap race on the extended GP course, McCormick had Reynertson breathing down his neck, badly wanting to take the number one position. Reynertson used the wider, faster



Steve Schrobsdorf (4V) and Monte Pritchett (52V) dueled at the Palmdale GP.

desert section of the track to overtake Mc Cormick. Both riders were now working through the 250cc and 500cc riders who had started before them.

McCormick got stuck behind a 250cc rider for almost two laps which allowed Reynertson to build a 10-second lead. For the most part the race was over. Reynertson continued to pull away, eventually crossing the finish line with a 30-second lead and passing all the 250cc and 500c machines in the process.

McCormick ran well ahead of the battle between Ellis and Lamborn for third. Bob Hausman was on the gas for the entire 45-minute race. Working up from a tenth place start, Hausman caught and passed both Ellis and Lamborn with only two laps remaining. McCormick had backed off the pace on the white flag lap only to turn around and see a charging Hausman on his back fender. It turned into a two-rider sprint to the checkered flag with McCormick just beating Hausman for second place.

Results

60 (0-8): 1. Scott Howe (Kaw); 2. Shane Smith (Kaw); 3. Blake Mitchell (Kaw); 4. Aaron Emery (Kaw); 5. Johnathan Newman (Kaw).
60 (9-11): 1. Johner Faulkner (Yam); 2. Todd Gosselaar (Kaw); 3. J.J. Hall (Kaw); 4. Joe Neitzel (Kaw); 5. Bradley Arnold (Kaw).
80 (9-11): 1. Tyson Tittlemier (Suz); 2. J.J. Bonanno (Kaw); 3. Calloe Noble (Kaw); 4. Donnie Durrer (Yam); 5. Daryl Ecklund (Kaw).
MINI BEG: 1. Dennis Wyman (Yam); 2. Travis Smith (Yam); 3. Nick Stone (Yam); 4. Bryan Lang (Kaw); 5. Justin Witcher (Kaw).
MINI NOV: 1. Chris Honnold (Kaw); 2. Shaun Mitchell (Kaw); 3. Chris Thompson (Kaw); 4. Jason Dubin (Suz).
MINI INT: 1. Chris Neitzel (Kaw); 2. Christopher Gosselaar (Kaw).
DECADE: 1. Jason Trubey (Suz); 2. Monte Pritchett (Hon); 3. Jim Buntin (Bul).
VINT: 1. Ken Greene (Hon); 2. Gary Egloff (Yam); 3. John Lundgren (Bul); 4. James Keeler Sr. (Suz); 5. Terry Pratt (Tri).
125 BEG: 1. Ric Reynertson (Suz); 2. Brian McCormick (Kaw); 3. Bob Hausman (Hon); 4. James Myers (Kaw); 5. Doug Ellis (KTM).
125 NOV: 1. Tony Green (Kaw); 2. Chris Blanton (Yam).
250 BEG: 1. Brian Walker (Yam); 2. Justin Osborne (Kaw); 3. Keith Stoodley (Hon); 4. Michael Pass (Suz); 5. Miguel Lavarello (Yam).
250 NOV: 1. Mike Maute (KTM); 2. Danny Woodard (Kaw); 3. Jimmie Deever (Yam); 4. Brett Fortner (Hon); 5. Chris Jonnum (Yam).
250 INT: 1. John Keefer (Yam); 2. Everret Neal (Yam).
PRO: 1. Tony Sulek (Kaw); 2. Ken Neitzel (Kaw).
500 BEG: 1. Dragos Lungu (KTM); 2. Ken Busse (Hon); 3. Chris Tonoli (Hon); 4. Mike Nichols (Hon); 5. Greg Wilkins (KTM).
500 NOV: 1. Dal Trubey Sr. (Kaw); 2. John Davies (Hon).
JR VET BEG: 1. Bill Davis (Hon); 2. John Stich (Kaw); 3. Tim Konkol (Hon); 4. Lee Saul (Hus); 5. John Erickson (Hon).
JR VET NOV: 1. Rick O'Donnell (Hon); 2. John Davies (Hon); 3. Mike Edmonds (Yam); 4. Randy Wilkins (KTM); 5. Bryan McLeod (Yam).
JR VET INT: 1. Everret Neal (Yam); 2. Rob Engel (Yam).
JR VET EX: 1. Tim Telford (Kaw); 2. Tom Engel (Hon); 3. Tom Webb (Suz).
VET BEG: 1. Keith Davis (Hon); 2. Greg Hunsker (Hon); 3. Robert Von Schneidau (Yam); 4. Keith Ecklund (Kaw); 5. Steve Basmajian (Yam).
VET NOV: 1. Todd Clark (Kaw); 2. Bill Wingerning (Yam); 3. Monte Pritchett (KTM); 4. Brad Anderson (Kaw); 5. Fred Tuttle (Kaw).
VET INT: 1. Leo Saul (Cag); 2. Franco Costanzo (Hon).
VET EX: 1. Gene Dickinson (Kaw).
SR BEG: 1. Rick Early (Hon).
SR NOV: 1. Dal Trubey Sr. (Kaw).
SR INT: 1. Gary Egloff (Hon).
SR EX: 1. Ken Renaux (Hon).
60 TEAM: 1. Blake Mitchell/Scott Howe; 2. Tim Buntin/Calle Noble.
80 TEAM: 1. Nick Stone/Travis Smith; 2. Shane Mitchell/Christopher Gosselaar.
DECADE TEAM: 1. Jason Trubey/Jim Buntin.
BEG TEAM: 1. Mark Bellefleur/Mike O'Donnell; 2. Terry Beal/Jonathan Bragley; 3. Jim Simon/Gary Ivin.
NOV TEAM: 1. Jimmie Deever/Tony Green; 2. Rick O'Donnell/Scot Pemberton; 3. Mike Maute/Dragos Lungu; 4. Dal Trubey Sr./Dal Trubey Jr.; 4. Dean Ostrander/Dean Talavera.
INT TEAM: 1. Vince Baioni/Joe O'Hara.
EX TEAM: 1. Tim Winslow/Brian McCormick.

Manchester tops Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, SEPT. 11

Chris Manchester may have given the fans a preview of what to expect at the U.S. National Championship as he just fell short of having a perfect score on his way to winning the U.S. National Qualifier at Costa Mesa Speedway.

Manchester, the reigning National champ, went into the semis with two wins and a second under his belt. In his semi he was pitted against Steve Lucero, Alan Christian and Brent Werner. Werner didn't even get to see the gate go up as he touched the tape and was gone. Manchester outgated the field and was away. Christian was right behind him with Lucero third. Manchester was a direct transfer to the main with Christian going to the consi and Lucero going home.

The main event came down to Mike Faria out of the two slot, Manchester in four, Jim Sisemore in three, and qualifying point leader Rob Pfetzing on the pole. The gate came up and Manchester, from the outside, got the drive that put him into the turn first. Faria was a close second with Pfetzing and Sisemore third and fourth, respectively. Sisemore got by Pfetzing on the second lap, and that was the only position change in the four-lap race.

Steele and Cole won two out of the three Sidecar races on their fuel-injected Honda. Matherson and Leeder were second on a Yamaha with Lynch and Gardner on the Kawasaki, third.

Results

MAIN: 1. Chris Manchester (Jaw); 2. Mike Faria (GM); 3. Jim Sisemore (Wes); 4. Rob Pfetzing (Wes).
SDCAR: 1. D. Steele/Cole (Hon); 2. J. Matherson/D. Leeder (Yam); 3. D. Gardner/D. Lynch (Kaw).

Ryan rocks Sandhill MX

By Tim Quinn

BRENTWOOD, CA, SEPT. 19

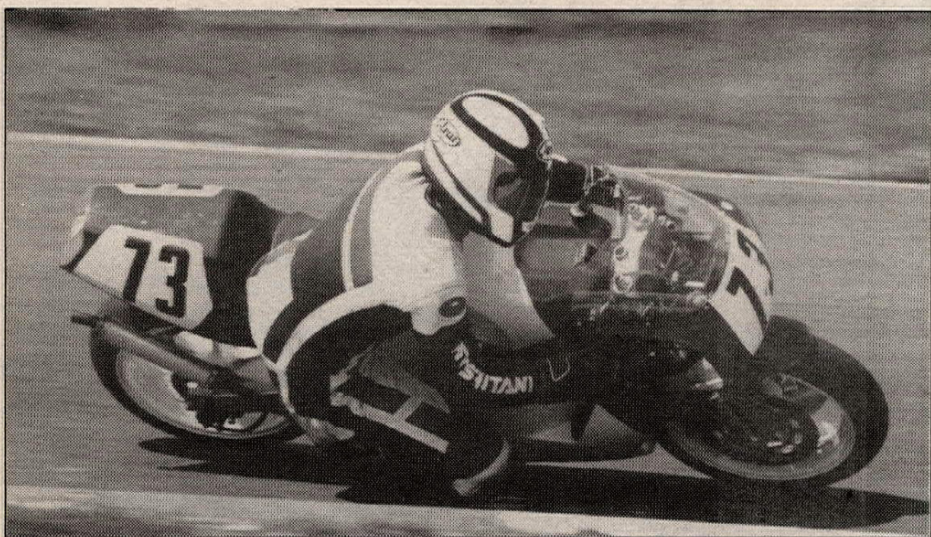
Rick Ryan took the win in the 250cc Pro class at the opening round of the 1993 G.F.I. Racing North Battle of the 90's Fall Series at Sandhill Ranch.

When the gate dropped for the first moto, Jeff Pestana took the lead with Ryan, Butch Smith, Dan Paladino and Jon Nicolaus all in chase. Pestana and Ryan began to battle for the lead position, while Smith held third. Ryan and Pestana began to swap the lead from corner to corner. Smith watched the two riders hammer each other and awaited the opportunity to make it a three-way battle for the lead. At the midway point of the race on the far left hand side of the track, Ryan set Pestana up for the pass. As Ryan moved in, Smith zapped both riders at the end of the straightaway to take the lead. At that point, the first moto win had been decided. Though Ryan and Pestana tried to catch Smith, the Honda rider was moving away quickly. At the checkered flag it was Smith with the win and Ryan second. Third went to Jeff Pestana. Rounding out the top five were Paladino in fourth and John Stark in fifth.

When the gate dropped in the second moto, it was Ryan once again into the first turn in the lead. But Ryan came in too high on the wall, taking Irv Achziger with him and allowing Pestana to lead the first lap.

Ryan recovered to move into second with

EVENTS



Andy Perkins sprinted to the Formula One win at the Gateway International RR.

Smith in third. Achziger was fourth with Keith Mayes in fifth. At the completion of lap one Ryan drag-raced Pestana to the top of the hill and stuffed his Yamaha to the inside to take the lead. It wasn't long before Pestana was being pressured by Smith for the second spot. Smith waited for another half a lap before making a move on Pestana for second. On the back side of the track, in the wide sweeping sand turn, Smith made his move. Pestana, unable to hold off Smith, relinquished the second spot to fall back to third. The race then became a Ryan-Smith battle for the lead. Ryan felt the pressure of Smith and did all he could to hold Smith back. Smith pushed Ryan the entire race but to no avail. On the final lap Smith tried a daring pass on the downhill jump and cased it at the bottom. Ryan held Smith's challenges off to take the win and the overall.

Results

50 BEG (0-8): 1. Jesse Pavlov (Hon); 2. Patrick Patterson (Hon); 3. Troy Clemens (Hon).
 50 BEG AUTO (0-8): 1. Vincent Gusander (Yam); 2. Raymond Navarro (Yam); 3. Robert Gomes (Yam); 4. Brian Dominguez (Yam); 5. Jeremy Fuller (Yam).
 50 NOV (0-8): 1. Wes Patterson (Hon).
 50 NOV AUTO (0-8): 1. Cory McDaniel (Yam); 2. Iceman Hernandez (Yam).
 60 BEG (9-11): 1. Aaron Casados (Kaw); 2. Jim Wever (Kaw); 3. James Wright (Kaw); 4. Buffalo Soito (Kaw); 5. Darren Morris (Kaw).
 60 NOV (9-11): 1. Ryan Morais (Kaw); 2. Randy Norman (Kaw); 3. Robert Harold (Kaw); 4. Bryan Schulz (Kaw).
 60 BEG (0-8): 1. Kellen Chadwick (Kaw); 2. Cory McDaniel (Kaw); 3. Nick Davis (Kaw); 4. Iceman Hernandez (Kaw); 5. Anthony Houser (Kaw).
 60 NOV (0-8): 1. Sidney Burrows (Kaw); 2. Dave Mowery (Kaw).
 P/W 80 BEG: 1. Wes Patterson.
 P/W 80 NOV: 1. Travis Patterson.
 80 BEG D-1: 1. Robert Harold (Suz); 2. Danny Ornelas (Suz); 3. Jeff Miller (Kaw); 4. Peter Dutton (Yam); 5. Toby Jorgenson (Hon).
 80 BEG D-2: 1. Ryan McGilloway (Kaw); 2. Anthony Langdorf (Hon); 3. Kevin Beeman (Kaw); 4. Nick Schwind (Hon); 5. Sheena Patterson (Kaw).
 80 NOV: 1. Jason Turner (Suz); 2. Ryan Morias (Kaw); 3. Aaron Baker (Yam); 4. Ulysses Pollard (Suz); 5. Nick Pappas (Kaw).
 80 INT: 1. Tyler Evans (Hon); 2. Aaron Cheselske (Hon); 3. Jeff Northrop (Suz); 4. Jess Medley (Hon); 5. Dennis Stapleton (Yam).
 125 BEG D-1: 1. Thomas Teifel (Kaw); 2. Mark Workentine (Suz); 3. Allen Keefe (Kaw); 4. Matt Walker (Suz); 5. Mike Pemaree (Yam).
 125 BEG D-2: 1. Jasin Ellis (Kaw); 2. Ryan Boothe (Hon); 3. Donnie Evans (Yam); 4. Robert Frazier (Suz); 5. Dave Dunn (Kaw).
 125 NOV D-1: 1. Daniel Hodges (Kaw); 2. Brad Axelrad (Yam); 3. Dennis Stapleton (Suz); 4. Ben Shank (Suz); 5. Stan Lundquist (Suz).
 125 NOV D-2: 1. Nick Northrop (Suz); 2. Jeremy Carter (Yam); 3. Michael Joe Goldstein (Kaw); 4. Hawk White (Hon); 5. Leo Tidwell (Hon).
 125 INT: 1. Chad Burleson (Hon); 2. Jason Jenkins (Hon); 3. Patrick Garrahan (Hon); 4. John Leddy (Suz); 5. Ben Vitale (Hon).
 125 PRO: 1. Jeff Pestana (Hon); 2. Butch Smith (Hon); 3. Rick Ryan (Yam); 4. Jeffrey Brownlee (Suz); 5. Stan Finney (Hon).
 250 BEG D-1: 1. Allen Blanco (Kaw); 2. Sean Large (Yam); 3. Eric Krass (Hon); 4. Rich Spindell (Suz); 5. Tony Langone (Yam).
 250 BEG D-2: 1. Robbie Templeton (Suz); 2. Cayee Howe (Kaw); 3. Rich Gundo (Hon); 4. Tim Copeland (Hon); 5. Chris Hakivs (Suz).
 250 NOV: 1. Erich Shofstall (Yam); 2. Marty Smith (Kaw); 3. Brian Barrington (Suz); 4. Greg Ohlsen (Kaw); 5. Blaine Sollazzi (Hon).
 250 INT: 1. Roi Holster (Yam); 2. Shane Wheaton (Kaw); 3. Chris Kawasaki (Kaw); 4. Kevin Hunt (Yam); 5. Casey Musick (Kaw).
 250 PRO: 1. Rick Ryan (Yam); 2. Butch Smith (Hon); 3. Dan Paladino (Kaw); 4. Jeff Pestana (Hon); 5. Keith Mayes (Kaw).
 500 BEG: 1. Mark Avery (Hon); 2. Brent Davis (Hon); 3. Ed Bettencourt (Hon).
 500 NOV: 1. Bradley Hetherington (Hon); 2. Ian Hobson (Hon).
 500 INT: 1. Tim Alarcon (Kaw); 2. Marcus Sabado (Hon); 3. Randy Medley (Kaw); 4. Rick Mattos (Kaw); 5. Will Conely (Hon).
 500 PRO: 1. Dustin Bloomfield.
 25-29 BEG: 1. Allen Blanco (Kaw); 2. Don Dempsey (Hon); 3. Greg Mashore (Hon); 4. Kraeg Walker (Kaw); 5. Geoff Rutherford (Yam).
 25-29 NOV: 1. Erich Shofstall (Yam); 2. Tim Depsey (Kaw); 3. Tony Owen (Hon); 4. Matthew Wallace (Yam); 5. Blaine Sollazzi (Hon).
 25-29 INT: 1. Mike Johnson (Suz); 2. Roi Holster (Yam); 3. Skip Guinn (Kaw); 4. Mike Hodges (Yam); 5. Troy Burchry (Yam).
 VET BEG: 1. Jose Sanchez (Suz); 2. Dan Dalessandro (Hon); 3. Joe Ornelas (Yam); 4. Cas Casados (Kaw); 5. Robert Nash (Suz).
 VET NOV: 1. Gary Plaatse (Yam); 2. Brian Odell (Yam); 3. Rich Wilson (Hon); 4. Doug Russell (Yam); 5. Martin Maloney (Yam).
 VET INT: 1. Randy Medley (Kaw); 2. Steven Richards (Yam);

3. Mark Duval (Hon); 4. Bill Fernandez (Kaw); 5. Troy DeHerrera (Yam).
 VET PRO: 1. Gary Fargo (KTM); 2. Perry Klassen (Yam); 3. Irv Achziger (Hon); 4. Jon Handelin (Yam).
 OT NOV: 1. Pat Graham (Hon); 2. Ted Netti (Kaw); 3. Brian Merchant (Hon); 4. Rich Kroske (KTM); 5. Mike Graziano (Hon).
 OT INT: 1. Richard Lokke (Kaw).
 OT EX: 1. Clyde Lawler; 2. Wes Broby (Kaw); 3. Bill McClinton (ATK).
 WMN: 1. Shirley Smith (Hon); 2. Lisa Henderson (Hon); 3. Susan Andrew (Yam); 4. Tina Handelin (Yam).

Perkins hot at Gateway International Road Race

By Mary Hewitt
 Photo by Stan Edgar

EAST ST. LOUIS, IL, SEPT. 5

Andy Perkins took top honors in the Formula One and Formula Two Expert classes during the WERA National Qualifying Sprints at Gateway International Raceway.

Perkins, riding a Gatlin Racing-sponsored Honda 125, got the holeshot in Formula Two and built a commanding lead by the halfway point. Novice racers Mike Messer and Pete Hall, both riding Yamaha 250s, dived for second and closed the gap to just a few seconds by the end of the race. Perkins held on to the lead and gathered the win.

In Formula One Eric White jumped off the start on a Suzuki 750, but Perkins took the lead on the third lap and ran some of his fastest lap times with White and Mark Oldham, riding a Suzuki 750, competing for second. A crash on the fourth lap in turn two brought out the red flag. On the restart Perkins got the holeshot and had strong competition from John Morris and Matthew Macheca. In turn 12 on the fifth lap Morris crashed into the guard rail and slid down the track, literally ripping the leather off his back but not seriously injuring him. The race was red flagged again and called because it was past the halfway point. Perkins was declared the winner followed by Macheca and White.

In the B Superstock class Rentzell jumped off the start on a Suzuki 750 and rode smooth and fast to the win. Dean Hayes on a Honda 600 was his only close competition but was unable to catch up. Eric White started in a strong third but was passed by Darnell Dorsey on the third lap. However, Mark Junge moved up steadily from the back of the pack and took third on a Suzuki 750.

Rentzell again led from the start in A Superstock and took the checkered flag 12 seconds ahead of Hayes. Patrick Ludwig took third, but he had strong competition from first year Novice racer Shane Clark on a Honda 600.

Hayes got the holeshot in C Superstock but was quickly passed by Reuben Frankenfield, who held the lead followed by Hayes. Rentzell, on a Suzuki 600, moved steadily through traffic from the fifth row of the grid and had reached third when a crash in turn two ended the race on the sixth lap and locked in the top three positions.

Results

B SS EX: 1. Kevin Rentzell (Suz); 2. Dean Hayes (Hon); 3. Mark Junge (Suz); 4. Dan Wade (Suz); 5. Eric White (Suz).
 B PROD NOV: 1. Shane Clark (Hon); 2. Greg Barr (Hon); 3. Monte Sheperd (Suz); 4. Terry McCann (Hon); 5. Terry Logan (Hon).
 UL TW EX: 1. Thornton McPheeters (Apr); 2. Lee VanNorman (Hon); 3. Harold Wilson (Kaw).
 UL TW NOV: 1. Scott Martin (Hon); 2. Richard Legg (Hon); 3. Nancy Dewar (Hon); 4. Chuck Pass (Hon); 5. Eric Jakobsson (Yam).
 PROD NOV: 1. Richard Breeding (Yam); 2. Jim Vancil (Yam); 3. Guy Roush (Yam).
 A SS EX: 1. Kevin Rentzell (Suz); 2. Dean Hayes (Hon); 3. Patrick Ludwig (Hon).
 A PROD NOV: 1. Shane Clark (Hon); 2. Greg Barr (Hon); 3. Monte Sheperd (Suz); 4. Terry McCann (Hon); 5. Jay Hollman (Kaw).
 F-2 EX: 1. Andrew Perkins (Hon); 2. Joseph Kriesley (Yam); 3. Dan Ledford (Yam); 4. Harold Wilson (Kaw).

F-2 NOV: 1. Mike Messer (Yam); 2. Pete Hall (Yam); 3. Richard Breeding (Yam); 4. Scott Martin (Hon); 5. Jim Vancil (Yam).
 C SS EX: 1. Reuben Frankenfield (Hon); 2. Dean Hayes (Hon); 3. Kevin Rentzell (Suz); 4. William Sweeney (Yam); 5. Darnell Dorsey (Hon).
 C PROD NOV: 1. Kenneth Melville (Yam); 2. Terry McCann (Hon); 3. Steven Burkett (Hon); 4. Terry Logan (Hon); 5. Eric Black (Hon).
 F-CL EX: 1. Thornton McPheeters (Apr); 2. John Hodgkiss (Yam); 3. Mike Comfort (Hon).
 F-CL NOV: 1. Chuck Pass (Hon); 2. Nancy Dewar (Hon); 3. Hannes Boehmer (Yam); 4. Roy Perry (Hon); 5. James Kelly (Kaw).
 B S/BK EX: 1. Chad Bynum (Hon); 2. Dan Wade (Suz); 3. Eric White (Suz); 4. Eric Smith (Suz); 5. Mark Oldham (Suz).
 B S/BK NOV: 1. Ray Litton (Kaw); 2. Stephen Chambers (Yam); 3. Scott Carver (Yam); 4. Chris Owens (Suz); 5. Randy Mills (Yam).
 D S/BK EX: 1. Lee VanNorman (Hon); 2. Joseph Kriesley (Yam); 3. Dan Ledford (Yam); 4. Harold Wilson (Kaw).
 D S/BK NOV: 1. Richard Breeding (Yam); 2. Jim Vancil (Yam); 3. Richard Legg (Hon); 4. Mark Page (Yam); 5. Hannes Boehmer (Yam).
 F-1 EX: 1. Andrew Perkins (Hon); 2. Matthew Macheca (Suz); 3. Eric White (Suz); 4. Mark Oldham (Suz); 5. Geoffrey Wilson (Suz).
 F-1 NOV: 1. Mike Messer (Yam); 2. Ray Litton (Kaw); 3. Monte Sheperd (Suz); 4. Samuel Mullister (Yam); 5. Chris Owens (Suz).
 C S/BK EX: 1. Chad Dymun; 2. William Sweeney (Yam); 3. Ramon Vasquez (Hon); 4. Curtis Talbert (Yam); 5. Gaines Desloge (Suz).
 C S/BK NOV: 1. Kenneth Melville (Yam); 2. Terry McCann (Hon); 3. Stephen Chambers (Yam); 4. Eric Black (Hon); 5. Randy Mills (Yam).

Butler scores season finale at Lawrenceburg Short Track

By John Spurrier

LAWRENCEBURG, IN, SEP 17

Mike Butler put the power to the ground and won the final Pro-Am feature of the year at the Lawrenceburg Speedway.

At the start of the Pro-Am feature, Gary Stogsdill grabbed the lead coming out of turn two and led the first lap. That's as far as he got as Joe Seyffler fell in turn two, bringing out the red flag. On the restart Mike Butler led the pack onto the back stretch and proceeded to lead all 20 laps for the win. Stogsdill motored to a second place finish while Curt Snelling survived some late race pressure by Kelly Bowlby to claim the third spot. Bowlby took fourth followed by Seyffler, Matt McQuillar, Dan Horn, and James Canter.

Sam Lowe got the holeshot in the Open A feature and went wire to wire for his win. Bob Brown had the second spot but slid wide in turn four, giving the spot to Marvin Gardner on the second lap. Brown came back to take second away from Gardner on the next lap. Gardner held third place until the eighth lap when his machine gave it up, allowing Luther Allen to take over the third spot. At the finish it was Lowe, Brown, and Allen, followed by Dickie Goodwin, and Tony Bolling.

The 125cc feature saw Phillip Wolf grab the early lead until he got into turn three too hot and was passed by Travis Burnett and Kevin Hiler. On the next lap Hiler did the same thing in the same turn, clipped Burnett and high-sided, bringing out the red flag. Hiler was sore but went to the rear of the single file restart. On the restart Burnett put his Yamaha into the lead and held it until the finish despite some late lap pressure by second place finisher Damon Stapleton. Phillip Wolf held off Hiler for third place. Hiler had to settle for fourth followed by Nick Hummel in fifth.

Results

PRO-AM: 1. Mike Butler (Hon); 2. Gary Stogsdill (Hon); 3. Curt Snelling; 4. Kelly Bowlby (Hon); 5. Joe Seyffler (Rtx).
 OPEN A: 1. Sam Lowe (Hon); 2. Bob Brown (Hon); 3. Luther Allen (Hon); 4. Dickie Goodwin; 5. Tony Bolling (Yam).
 250: 1. Gary Stogsdill (Suz); 2. Sam Lowe (Hon); 3. Phillip Wolf (Kaw).
 125: 1. Travis Burnett (Yam); 2. Damon Stapleton (Hon); 3. Kevin Hiler (Hon); 4. Phillip Wolf (Kaw); 5. Nick Hummel (Hon).
 80: 1. Nick Hummel (Kaw); 2. Cory Roth (Hon); 3. Travis Burnett (Hon); 4. David Wolf (Hon); 5. Dusty Hunt (Suz).
 50: 1. Tom Link (Yam); 2. Pete Holt (Hon); 3. Jimmy Amann (Hon); 4. Kris Williamson (Itl); 5. Mike Kidd.
 30+: 1. Rob Gessner (Rtx); 2. Bob Brown (Hon); 3. Curt Snelling (Hon); 4. Phillip Wolf (Kaw); 5. Bob Craig (Yam).

Morton, Flores fly in San Felipe Off-Road Race

By Tony Tellier

SAN FELIPE, B.C., MEXICO, SEPT. 18

The Cycle Pro West bounty for anyone who could stop the TNT/Trick/Scott/FMF Kawasaki-backed team of Tim Morton and John Flores in the Gran Carrera de San Felipe was up to a cool \$1000, but after the race the bounty was unclaimed. The pair dominated the 300-mile, two-lap race, taking the overall win in five hours and 17 minutes. Andy Ellis challenged Flores early in the race but faded after Flores picked up the pace.

The Buzzards M/C team of Steve Stevens, Coy Pearson, Kevin Ross and Matt Meierbachtol survived a crash to win the Limited Sportsman class. Meierbachtol had a get-off on the way to the Borrego check, tearing of the left footpeg. Ross took over the unrepaired machine and rode

his shift over the Mini Summit to keep the team on the winning track.

The team of Harold Bliss and Pete Blood won the Sportsman class overall. Bliss was just glad to finish on his abused CR500.

"I got a rear flat and then the damper stan- chion came off all in the last 10 miles of sand whoops," Bliss said. "It suddenly became a real handful."

Results

LTD SPTSMN: 1. Steve Stevens/Coy Pearson/Kevin Ross/Matt Meierbachtol (Kaw).
 OPEN SPTSMN: 1. Harold Bliss/Pete Blood (Hon); 2. Edgar Roacho/Jorge Nava (Kaw).
 OPEN PRO: 1. Tim Morton/John Flores (Kaw); 2. Andy Ellis (Kaw).

Schlegel jams to Amago Road Race win

By Al Lyons

PALOMAR, CA, SEPT. 19

In his last Beginner class race before being "bumped up," Crotch Rocket Gear/Alba Yamaha-sponsored Rob Schlegel, who had never won a first place trophy, went home with two at the California Mini Road Race Association's YSR Road Race at Amago Raceway.

In the Beginner Stock class it was Bill Lawless pulling the holeshot in the first 10-lap heat followed by Matthew Doyle and Scot McKay. Recovering from a bad start, George Zepeda moved through the 12-rider pack and took over second place, leaving a real battle for third between Schlegel, Doyle, McKay, Dave Martin and Chris Pitts. Racing wheel to wheel and sometimes three abreast going into the turns, it was Schlegel who finally broke loose and went after the leaders. With his sights set on second place Zepeda, Schlegel moved right up on Zepeda's rear wheel but couldn't make the pass before the finish. At the checkered it was Lawless, Zepeda and Schlegel. In the second heat, Schlegel led the pack into the first turn followed by Lawless and Zepeda. Zepeda made his move on Lawless for second place on lap six but couldn't catch Schlegel, who took the win.

In the Beginner Modified class it was Leif Fleming grabbing the holeshot followed by Schlegel and Lawless. Halfway through lap one, Fleming discovered that he forgot to turn on his gas giving the lead to Schlegel. Schlegel went on and took the win in both Modified heats for the overall win.

Amateur Stock riders were out to do battle as Kevin Shearer pulled the holeshot followed by John Bottcher, Erick Aguilar and Mark McCord. On lap four Bottcher made his move on Shearer and took over the first-place spot, going on for the win. In the second heat it was McCord and Bottcher first off the line followed by Shearer. The two lead riders battled wheel to wheel until lap five when they both crashed in turn two. McCord was up first, still in first place, but Shearer was charging hard. On lap eight Shearer squeaked by McCord for the overall win.

Results

BEG STK: 1. Rob Schlegel (Yam); 2. George Zepeda (Yam); 3. Bill Lawless (Yam); 4. Scot McKay (Yam); 5. Dave Martin (Yam).
 BEG MOD: 1. Rob Schlegel (Yam); 2. Leif Fleming (Yam); 3. Bill Lawless (Yam); 4. Mike Porter (Yam); 5. Matt Doyle (Yam).
 BEG F-50: 1. Russell Lenz (Yam); 2. Brian Kateley (Yam); 3. Chris Pitts (Yam).
 AM STK: 1. Kevin Shearer (Yam); 2. John Bottcher (Yam); 3. Mark McCord (Yam); 4. Erick Aguilar (Yam); 5. Nick Tierno (Yam).
 AM F-50: 1. Kevin Shearer (Yam); 2. Gary Truex (Hon); 3. Erik Halseth (Hon); 4. Andy Lenz (Yam).
 VET: 1. John Bottcher (Yam); 2. Mark McCord (Yam); 3. Bill Lawless (Yam); 4. Nick Tierno (Yam).

Souza superior at Cycleland Motocross

By Michael Rich

CHICO, CA, SEPT. 18

Yamaha-mounted Joe Souza led the entire distance to dominate the 250cc/Open main at the 10th round of the Summer Mountain Bike Giveaway Series at Chico's Cycleland Speedway.

Mark "Crash" Cooper and Kenny Bellamy each took a win in the two heat races qualifying riders for the 250/Open feature. Cooper and Bellamy used their first choices on the gate to take the extreme inside positions. When the gate dropped, however, it was Joe Souza powering out of the center of the pack to assume the lead around the first turn and down the back straight. Bellamy filed in behind Souza but was surprised at the end of the straight when he was outranked by Wayne Peters going into the following turn. As the riders finished the first lap, Cooper came from the back of the pack to pass Tom Polito and his four-stroke Can Am for fourth. Knowing that he could not afford to let Souza get away, Cooper quickly closed on Bellamy and passed him over the tabletop on the next lap. Once into third, Cooper again lived up to his nickname by crash-

ing over the bars on the double. This allowed Bellamy to retake third as Cooper quickly remounted and set out after the lead riders once again. It took Cooper three more laps to run down Bellamy. This time Cooper stayed on the bike over the doubles and flew past Bellamy into third. Meanwhile, Peters was tiring in second. Cooper had little trouble in jumping past Peters over the triple. As the riders came to the last lap, Souza enjoyed too large a lead for Cooper to catch him. Bellamy, however, was able to move around Peters over the doubles on the final circuit to take third. Souza came home with the win followed by Cooper and Bellamy.

The outcome of the 125cc main was determined by some heavy contact between two of the competitors. Josh Fisher took the lead at the start followed by Danny Rutherford and Tom Odekirk. On the second lap, Odekirk attempted to dive in under Rutherford only to be planted in the infield grass by his fellow Honda rider. Odekirk remounted at the back of the pack and used the rest of the race to close in on the leaders. With two laps to go, Odekirk once again found himself on Rutherford's rear fender. In exactly the same corner as before, the two riders tangled again with both of them tasting the turf. This time, however, Odekirk was the first up and gone. At the finish Fisher took the win with Odekirk in second and Rutherford salvaging third.

Results

P/W: 1. Brandon Powell (Yam); 2. Darren Nye (Yam); 3. Andy Morgan (Yam); 4. Alex Perez (Yam).
60 JR: 1. Chris McAvoy (Kaw); 2. Eric Nye (Kaw).
60 NOV: 1. Seth Harris (Kaw); 2. Sara Garner (Kaw); 3. Daniel Fowler (Kaw).
80 JR: 1. Kyle Garner (Suz); 2. Nikki Harris (Yam).
80 NOV: 1. Chris Bitzer (Yam); 2. Chris McAvoy (Kaw); 3. Rochelle Fowler (Kaw).
125 PRO: 1. Tom Odekirk (Hon).
125 INT: 1. Danny Rutherford (Hon).
125 JR: 1. Josh Fisher (Suz).
125 NOV: 1. Darryl Valasek (Yam); 2. Aaron Harris (Kaw); 3. Ben McClure (Hon).
250 INT: 1. Joe Souza (Yam).
250 JR: 1. Mark Cooper (Hon).
250 NOV: 1. Kenny Bellamy (Suz); 2. Wayne Peters (Hon).
OT: 1. Bill Kopping (Yam); 2. Bill Brownell (Hon); 3. Tom Peterich (Suz); 4. Jonny Cat (ATK); 5. Michael Rich (Hon).

Behrens blitzes Aztalan MX

By Phil McDowell

LAKE MILLS, WI, SEPT. 12

Kawasaki-mounted Bob Behrens made clean sweeps of both the 250cc A and Masters classes at Aztalan Cycle Park, making him the only rider out of 470-plus hopefuls to claim double class victories.

Behrens made it look fairly easy all day. He ruled both Masters motos from start to finish. In the 250cc A class Brad Jerominski got the holeshot in the first moto, but Behrens got around him for the lead and was cruising before the completion of lap one. Another Kawasaki speedster, Eron Ezerins, also got by Jerominski on the first lap and set out in hunt of Behrens. Ezerins pursuit came to a halt a couple of laps into the race when he encountered difficulties, dropping him out of contention. Honda pilot Jason Warner, who had worked up to third behind Ezerins, inherited second at this point but couldn't gain any ground on the flying Behrens. Jerominski held on for third at the end.

It was deja vu in the second moto as Behrens overtook Jerominski on the first lap for the lead. By the time Ezerins could get around Jerominski on lap two Behrens was enjoying a sizable lead. Ezerins was hard on the gas though and began the difficult task of reeling in Behrens. Lap after lap he would gain some ground but time was running out. On the last lap Ezerins got within striking distance, but Behrens held strong for the win. Warner cruised in third, giving him second overall.

The Open class provided some excellent racing. Tony Tamborino grabbed the holeshot of the first moto with James Heilman and Jeff Lois hot on his tail. Tamborino bailed hard in the triples, handing the lead over to Heilman. From this point on Heilman and Lois put on a show. Heilman held the advantage for several laps, but the two were never separated by more than a couple of bike lengths. Lois could pull alongside in several portions of the track but couldn't complete the pass until about midway through. Heilman spent the remainder trying to return the favor but Lois held strong, claiming the victory. Jeff Wiedmeyer passed Thomas Moore near the end to take third.

In the second moto it was again Lois and Heilman running one and two. Heilman was never able to mount a serious attack against Lois and wound up having his hands full fending off attacks from a determined Wiedmeyer for second. Wiedmeyer spent the last half of the race pressuring Heilman but came up just short in the end, settling for third.

Results

50: 1. Brad Modjowski; 2. Patrick Profits; 3. Brian Glowacki; 4. Adam Williams; 5. Broc Stroebe.
MINI JR: 1. Dustin Keuntjes; 2. Chad Johnson; 3. Lance Wallace; 4. Kelly Schultz; 5. Wendy Modjowski.
MINI SR: 1. Neil Modjowski; 2. Gabriel Leonard; 3. Shaun



Roy Nafzger flew all the way to the Vet A win at the Aztalan Cycle Park MX.

Kimmons; 4. Aaron Miller; 5. Darby Fowler.

125 JR: 1. Josh Van; 2. Gabriel Leonard; 3. Vincent Steger; 4. Jason Schiller; 5. Cory Dougherty.

125 A: 1. Eric Wedemeyer; 2. Jason Warner; 3. Kenneth Masch; 4. Eron Ezerins; 5. Scott Nicolson.

125 B: 1. Jeff Metzger; 2. Andy Bowman; 3. Chuck Whitesell; 4. Shawn Tilden; 5. Tony Podewils.

125 C D-1: 1. Nick Oman; 2. Jason Seeley; 3. Mike Butler; 4. Paul Anderson; 5. Brian Glad.

125 C D-2: 1. James Oversen; 2. Jeff Erickson; 3. Dale Nafzger; 4. Scott Everett; 5. Marc Ottenad.

250 A: 1. Bob Behrens; 2. Jason Warner; 3. Brad Jerominski; 4. Eric Parker; 5. Eric Wedemeyer.

250 B: 1. Mike Zont; 2. Jeff Blaha; 3. Eric Nelson; 4. David Donahue; 5. Brian Cornelius.

250 C D-1: 1. Dale Nafzger; 2. Bubba Bonders; 3. Dave Tetzlaff; 4. Troy Thuemling; 5. Daniel Grein.

250 C D-2: 1. Greg Becker; 2. Jeff Ericson; 3. Lloyd Marks; 4. Chris Weiland; 5. Mark Joseph.

OPEN: 1. Jeff Lois; 2. James Heilman; 3. Jeff Wiedmeyer; 4. Thomas Moore; 5. John Weiss.

MSTR: 1. Bob Behrens; 2. Anthony Tamborino; 3. Douglas Forstner; 4. Bobby Donahue; 5. Mark Boche.

VET A: 1. Roy Nafzger; 2. Jim Heilman; 3. Thomas Dretzka; 4. Randy Ferkans; 5. Steve Swatcheno.

VET B D-1: 1. Judd Koenitzer; 2. Rick Zenlicka; 3. Daniel Glowacki; 4. Doug VanWinkle; 5. Scott Palmersheim.

VET B D-2: 1. Mark Henry; 2. Brian Lackey; 3. Todd Hentz; 4. Glen Thompson; 5. Mark Joseph.

VINT: 1. Doug Higgins; 2. James Ricci Jr.; 3. Paul Dybul; 4. Gregg Reynolds; 5. Edward Dominick.

SR: 1. Michael Ellis; 2. Charles Collins; 3. Fritz Huebner; 4. Terry Woosley; 5. Wayne Cornelius.

S/SR: 1. Michael Gallagher; 2. Budd Huff; 3. Denny Boblin.

Spicer, Michels smoke 'em at Pendelton County Team HS

By Diana Michels

GARDENERSVILLE, KY, SEPT. 5

A.J. Spicer and Paul Michels, riding a Moto Wrench-sponsored ATK teamed up to dominate the annual Pendelton County Two-Man Hare Scramble at the Pendelton County Motorcycle Park.

With former Four-Stroke National Champions Harvey Whitaker and Carey Stump present, Michels and Spicer knew they had their work cut out for them.

The Honda-mounted team of Wayne McKinney and Pete Rebel had the fastest foot off the dead engine start. The rest of the field gave chase in the thick dust on the motocross section of the 4.5-mile course.

At the end of the first lap Lance Wade, McKinney, David Kidwell, Whitaker and Spicer occupied the top five positions. On the second lap the riders changed, and so did positions. Michels took over and jumped into second place. When Spicer took control again on the third lap, he began a charge for the leader. Spicer passed Wade to take over first position. Michels and Spicer experienced no problems for the rest of the race and crossed the finish line first with an eight-minute cushion over the second-place team of Blankenship and Lester. **CN**

Results

0-125: 1. Will Anderson/Charles Anderson (Hon).
250: 1. Mark Blankenship/Randy Lester (KTM); 2. Wayne McKinney/Pete Rebel (Hon); 3. David Kidwell/Dale Richie (Yam); 4. David Russell/Randy Eckstein (Kaw); 5. Matt Berry/Dale Waford (Hon).

OPEN: 1. Paul Michels/A.J. Spicer (ATK); 2. Louie Fugate/Jerry Wicker (Hon); 3. John Lang/Lance Wade(Yam); 4. Joe Etienne/Wayne Eby (Kaw); 5. Ronald Black/John Proctor (Kaw).

VET: 1. Tom Farwell/Bill West (ATK); 2. Chilion Golden/Keith Morgan (KTM); 3. Mike Davis/Dale Parrish (Hon).

H/W TRL: 1. Mike Davidson/Keith McKinney (Hon); 2. Glen Richie/Chris Loos (Yam); 3. Marty Michels/Gary Jones (Suz); 4. Mark Ramey/James Hubbard (Yam).

L/W TRL: 1. Steve Black/Jeff Kirk (Kaw); 2. John Miner/Daryl Gunn (Kaw).

4-STRK: 1. Harvey Whitaker/Bruce Johnson (Hon).

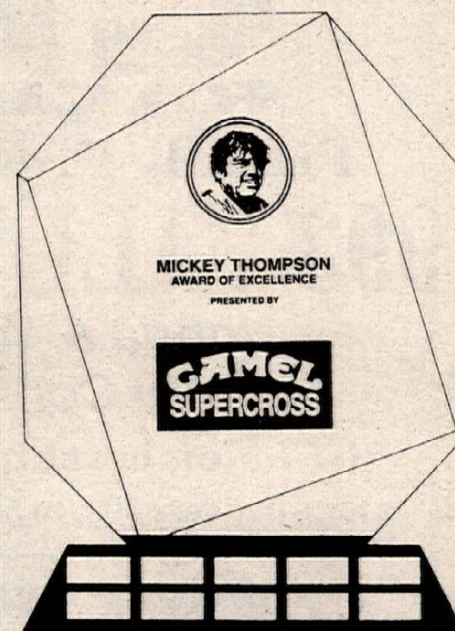
CYCLE NEWS Readers and SUPERCROSS Fans!

Cast your
VOTE
for the annual
MICKEY THOMPSON
Award of
Excellence

Presented by



CYCLE NEWS



Once again, the fans of Camel Supercross racing will select the winner of the prestigious 1993 Mickey Thompson Award of Excellence to be announced at the annual AMA Awards Banquet on November 20, and presented at the Anaheim Supercross on January 22.

This annual award recognizes the Supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on and off-track contributions for the positive growth of the sport...qualities preserved in the memory of the late Mickey Thompson.

Only riders who competed in the 1993 Camel 250cc Supercross Series are eligible for the award provided annually by R.J. Reynolds Tobacco Co. The permanent Mickey Thompson Award of Excellence trophy is on display at the headquarters of Mickey Thompson Entertainment Group.

Previous winners of the award include...

Jeff Stanton-1989

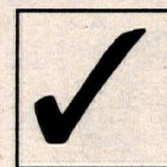
J.M. Bayle-1991

Johnny O'Mara-1990

Guy Cooper-1992

CAST YOUR VOTE IN 1993!

MICKEY THOMPSON
Award of Excellence



**VOTING
BALLOT**

I vote for (rider name) _____
to win the Mickey Thompson Award of Excellence.

My Name _____

Address _____

City _____ State _____ Zip _____

Clip and Send Ballot (Deadline is November 1, 1993) to:
Cycle News, Mickey Thompson Award of Excellence
P.O. Box 498, Long Beach, CA 90806

One vote per person, you must be 21 years of age or older to vote.

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GFI Membership Required

Classes for All Riders 50cc to 500cc, 1st timers to Pros



Fall Series Schedule

Round 1	October 10
Round 2	October 17
Round 3	November 14
Round 4	November 21
Round 5	November 28

All events held at Perris Raceway

Gates Open: 6 am
Practice: 8 am
1st Race: 9 am

For Info Call

GFI Racing at (909) 371-3434

For hotel information call

Lake Perris Best Western (800) 225-7744

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series

10/3 Donington Park, England
11/7 Mexico City, Mexico

International Six Days Enduro

10/11-16 Assen, Holland

World C'ship Endurance Road Race Series

10/17 Johor, Malaysia
10/24 Phillip Island, Australia

Trial des Nations

10/2 Kilbroney, Ireland

AMA Camel Supercross Series

1/15/94 Orlando, FL
1/22 Houston, TX
1/29 Anaheim, CA
2/5 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/12 Daytona Beach, CA
3/19 Indianapolis, IN
3/26 Charlotte, NC
4/9 Pontiac, MI
4/16 Minneapolis, MN
4/23 Irving, TX
4/30 Las Vegas, NV
6/4 San Jose, CA
6/11 Los Angeles, CA
Info 614/891-2425

AMA Grand Nat'l C'ship Series

10/9 Pomona, CA HM
Info 614/891-2425

AMA Continental Tire 883 Nat'l C'ship Series

10/9 Pomona, CA HM
10/24 Daytona Beach, FL RR
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

10/24 Flat River, MO
11/7 Wickenburg, AZ
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

10/24 Lucerne Valley, CA
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series

10/3 Elkins, WV
10/17 Elizabeth, WV
10/31 Mt. Morris, PA
11/14 Greenville, TN
Info 304/594-1157

AMA Nat'l C'ship Hillclimb Series

10/10 Oregonia, OH
Info 614/891-2425

AMA Suzuki Dual Sport Trail Ride Series

10/2-3 McArthur, OH
10/9-10 Angels Camp, CA
10/23-24 Cottonwood, AZ
11/26-28 L.A. to Barstow
to Las Vegas
Info 614/891-2425

AMA Fall Classic MX Series

10/2-3 Englishtown, NJ
10/9-10 Mt. Morris, PA
10/16-17 Danville, VA
10/23-24 Blountville, TN
10/30-31 Gainesville, FL
Info 614/891-2425

AMA Southeastern Regional MX C'ship Mega Series

10/23-24 Blountville, TN
Info 615/323-5497

AMA/CCS C'ship Cup Series

10/9-10 Pomona, CA

10/9-10 NE Loudon, NH
10/9-10 SW Phoenix, AZ
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Dirt Shirts Fall Classic MX Series

10/2-3 Englishtown, NJ
10/9-10 Mt. Morris, PA
10/15-17 Sutherlin, VA
10/23-24 Blountville, TN
10/30-31 Gainesville, FL
Info 813/822-8929

AMA Florida State MX C'ship Gold Cup Series

10/3 Dade City, FL
10/10 Reddick, FL
10/17 Ocala, FL
10/24 Dade City, FL
10/30-31 Gainesville, FL
Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series

10/31 Battleground, AL
11/7 Manington, KY
11/21 Hurricane Mills, TN
12/5 Lynnville, IN
1/9/94 Bremen, GA
1/23 Tupelo, MS
2/6 Centerville, TN
2/20 Hohenwald, TN
3/6 Greenville, KY
4/17 Fordville, KY
Info 615/331-1475

WEA Pro Road Race Series

10/28-31 Braselton, GA
Info 916/582-0451

WEA Nat'l C'ship Series

Mid-Atlantic Region
10/2-3 Garrettsville, OH
10/9-10 Summit Point, WV

Southeast Region
10/2-3 Talladega, AL
10/15-17 Falkville, GA

Mid-Central Region
10/2-3 Talladega, AL
10/16-17 Hallett, OK

North Central Region
10/2-3 Garrettsville, OH
10/9-10 Mt. Meriden, IN

South Central Region
10/16-17 Henderson, TX

WEA Grand Nat'l Final

10/27-31 Braselton, GA
Info 803/681-9372

WEA Nat'l Endurance Series

10/16 Falkville, GA
10/30 Braselton, GA

WEA Nat'l Vintage Series

10/9 Summit Point, WV
10/9-10 Mt. Meriden, IN
10/28 Final Braselton, GA

AHRMA Historic Cup Series

10/9-10 Talladega, AL
Info 715/842-9699

AHRMA/Vintage Iron Nat'l MX Series

10/16-17 Hollister, CA
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series

10/9-10 Talladega, AL
Info 715/842-9699

AHRMA Southeastern MX Series

10/2 Dade City, FL
11/3 Holiday Downs, GA
Info 715/842-9699

AHRMA Midwest MX Series

10/9 Aztalan, WI
Info 414/684-4331

AHRMA West Regional Series

10/3 Palmdale, CA
10/17 Hollister, CA
11/7 Tulare, CA
Info 805/832-1955

AHRMA NorCal MX Series

10/17 Hollister, CA
Info 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series

10/2-3 Weedsport, NY
10/9-10 Dallas, TX
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series

10/10 White City, IL
10/23 Newnan, GA
Info 715/842-9699

AHRMA Mid-Atlantic Vintage Trials Series

10/10 Toughkenamon, PA
Info 410/775-7209

AHRMA Mid-America Vintage Trials Series

10/10 White City, IL
Info 715/842-9699

Yamaha North American Seniors MX C'ship

10/9 Lake Mills, WI

ECEA C'ship Enduro Series

10/3 Greenbank, NJ
10/17 New Lisbon, NJ
10/31 Bear, DE
11/14 Warren Grove, NJ
Info 609/657-6338

ECEA Dual Sport Series

10/10 Indian Mills, NJ
Info 908/657-6338

NETRA C'ship Enduro Series

10/3 Wrentham, MA
10/24 Chester, CT
11/7 Stafford, CT
11/21 W. Warren, MA

NETRA C'ship Hare Scrambles Series

10/10 Fishouse, NY
10/16-17 Bourne, MA
Info 203/875-5757

NETRA Observed Trials Series

10/3 Ware, NH
Info 508/429-7675

NETRA C'ship Turkey Run Series

10/9-10 Plympton, MA
10/17 Winchendon, MA
10/31 Central Village, CT
11/7 Berlin, MA
11/28 Plympton, MA
12/12 Plympton, MA
Info 203/875-5757

NETRA Jr. Enduro Series

10/16 Bourne, MA
Info 203/875-5757

NESC C'ship Motocross Series

10/3 Southwick, MA
10/10 Middleboro, MA
10/17 Southwick, MA
10/24 Middleboro, MA
10/31 Middleboro, MA
Info 413/772-0685

MO Hare Scrambles C'ship Series

10/17 Jefferson City, MO

Illinois State Motocross Championship

OCTOBER 10
OCT. 9 (DIST-15&17 PTS.)
LAST CHANCE QUALIFIER

Biggest MX WEEKEND of the Year

\$5000 GUARANTEED CASH PURSE (A's +25 +30A +40)
BASED ON 30 RIDERS/CLASS/DAY

\$2500 CHAMPIONSHIP PLAQUES & TROPHIES

\$1000 SUPPORT DEALER DOLLARS

SCHEDULE & INFO

PRE-QUALIFIED RIDERS (RAN DIST. QUALIFIER EVENT)
WILL RECEIVE SPECIAL MAIL INVITATION WITH YOUR
START GATE POSITION & DISCOUNT PRE-ENTRY FORM.

NON-QUALIFIED RIDER CAN QUALIFY SAT. OCT. 9 FOR
REMAINING GATE POSITIONS IN THE CHAMPIONSHIP
EVENT. GUARANTEED REFUND IF YOU DON'T QUALIFY
FOR SUNDAY'S EVENT. SAT. RACE IS A NORMAL
DIST. 15 & 17 P.M. EVENT

POST-ENTRY OCT. 10 WILL BE ACCEPTED IF SPACE IS
AVAILABLE

TROPHY PAYBACK
1ST PLACE ALL CLASSES WILL PAY 18" DIST.
17 ILLINOIS CLOTH PLAQUE PLUS A \$25
SUPPORT DEALER DOLLARS CERTIFICATE.

2ND THRU 10TH TROPHY CLASSES WILL PAY
SPECIAL DISTRICT 17 ILLINOIS PLAQUES.

DEALER DOLLARS PAID TO FIFTH PLACE

**100% PLAQUES PAYBACK TO ALL TWO DAY
ENTRIES**

**OCT. 9 EVENT - NORMAL 50% TROPHY PAYBACK OR
DEALER DOLLARS. DIST. 15&17 P.M.**

**MONEY PAYBACK - \$5000 WEEKEND GUARANTEE
BASED UPON 20 RIDER ENTRY/CLASS/DAY**

**OCT. 9 - 100% CASH PAYBACK 125A, 250A, OPEN A
50% CASH PAYBACK +25, 30A, +40 & 4-X A**

**OCT. 10 - 150% CASH PAYBACK 125A, 250A, OPEN A
75% CASH PAYBACK +25, 30A, +40 & 4-X A**

ENTRY FEE & GATE

PRE-QUALIFIED RIDERS
MAIL ENTRY OCT. 10 - \$20
POST ENTRY OCT. 10 - \$25
MAIL ENTRY BOTH DAYS - \$35
POST ENTRY BOTH DAYS - \$40

NON-QUALIFIED RIDERS
MAIL ENTRY BOTH DAYS - \$40
POST ENTRY BOTH DAYS - \$45
(\$20 REFUNDABLE IF YOU DON'T
RIDE IN CHAMPIONSHIP)

**OCT. 10 POST-ENTRY IF SPACE
AVAILABLE**

GATE \$6/DAY, OR \$11 WEEKEND

**SEE YOUR L.T.M. SUPPORT DEALER FOR
WEEKEND GATE DISCOUNT**

RACE SCHEDULE

SIGN IN FRI 7:00 - 9:00 PM
SAT 8:30 - 8:30 AM
SUN 8:30 - 8:30 AM

RIDERS MEETING SAT & SUN 8:00 AM
PRACTICE SAT & SUN 8:30 AM
RACE SAT & SUN 10:00 AM

**TRACK BREAKFAST - SUNDAY 7:00 AM
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National Motorsport Association

RACE
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10/24 (Nat'l) Flat River, MO
Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

10/22-24 Memphis, TN
Info 205/849-7886

AMRA All Harley Drag Series

10/2-3 Bowling Green, KY
Info 708/250-0838

NMRA Drag Racing Series

11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series

10/15-17 Huntsville, AL
11/12-14 Gainesville, FL
Info 609/768-4624

SERA Enduro Series

10/3 Jemison, AL
11/7 Maplesville, AL

SERA Hare Scramble Series

10/17 Tupelo, MS
TBA Coshata, LA
TBA Jonesboro, LA

FTR C'ship Enduro Series

10/24 Tallahassee, FL
11/16/94 Charleston, SC
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR C'ship Hare Scrambles Series

10/2-3 Gr. Cove Springs, FL
10/16-17 Bradenton, FL
11/13-14 Ocala, FL
12/4-5 Lake Wales, FL
1/8-9/94 Ocala, FL
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series

10/3 Jemison, AL
10/10 Cochran, GA
10/24 Tallahassee, FL
11/7 Maplesville, AL
11/16/94 Charleston, SC
1/30 Wedgefield, SC
3/6 Pellon, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA C'ship Hare Scramble Series

10/2 Maxeys, GA
10/17 Cochran, GA
11/14 Bulls Gap, TN
12/5 Dallas, GA
12/12 Cochran, GA
1/9/94 Maxeys, GA
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

LISC Motocross Series

10/9 Bridgehampton, NY
10/23 Bridgehampton, NY
11/6 Bridgehampton, NY
11/20 Bridgehampton, NY
Info 516/728-7727

NY State C'ship Hare Scrambles Series

10/10 Maple View, NY
10/24 Gowanda, NY
Info 315/895-7654

WNYS Motocross Series

10/3 Hunt, NY
10/10 Silver Springs, NY
10/17 Auburn, NY
10/24 Batavia, NY

CRA Vintage MX Series

10/17 Amherst, OH
Info 216/636-5505

CRA Fall MX Series

10/17 Amherst, OH
10/24 Malvern, OH
Info 216/636-5505

Virginia C'ship Hare Scrambles Series

10/3 Martinsville, VA
10/17 Newport News, VA
11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit

10/3 Nacogdoches, TX
10/17 Oklahoma City, OK
11/7 Muenster, TX
Info 903/845-3553

Black-Jack Enduro Circuit

10/3 Chadwick, MO
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 316/342-4436

RMEC C'ship Enduro Circuit

10/3 Cloudcroft, NM
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 307/742-4136

OMRRA Road Race Series

10/17 Portland, OR
Info 503/221-1487

CMA Canadian Nat'l C'ship Hare Scrambles Series

10/3 Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

10/24 Primrose, Ont., CAN
Info 416/522-5705

IERA Hare Scrambles Series

10/10 Hills, IA
Info 515/795-3440

IERA Enduro Series

10/3 Barlett, IA
10/24 Reinbeck, IA
Info 515/795-3440

Grans Prix de Baja Series

10/16 Rio Colorado/Puerto Penasco
Sonora, MEX
11/20 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series

10/3 Rosarito, B.C., MEX
12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

ADRA Int'l Desert Racing Series

10/3 Prescott, AZ
11/6-7 TBA, AZ
12/4 Sonoyta, MEX
Info 602/252-1900

MTEG Off Road Race Series

10/9 Denver, CO
11/6 San Francisco, CA
Info 714/938-4100

CMRA Road Race Series

10/16-17 Henderson, TX
Info 713/342-9032

Texas Cross Country Assn. Series

10/10 Decatur, TX
10/24 Euless, TX
Info 817/346-1132

Oklahoma Cross Country Assn. Series

10/10 Stillwater, OK
10/24 Braggs, OK
11/7 Oklahoma City, OK
Info 405/386-6088

ATA C'ship Observed Trials Series

10/3 Corral Canyon, CA
10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series

10/23-24 Newman, GA
11/13-14 Belvedere, TN
Info 615/842-8288

AFM Road Race Series

9/25-26 Sonoma, CA
10/10 Sonoma, CA
Info 510/537-8208

Nor Cal YSR C'ship Series

10/17 Sacramento, CA
11/17 Sacramento, CA
Info 916/722-5517

CMRRA YSR Road Race Series

10/10 Perris, CA
10/30-31 Rosamond, CA
11/6-7 Bakersfield, CA
11/14 Palomar, CA
12/11-12 Perris, CA
Info 714/891-0187

CMC Trans-Cal MX Nat'l's

10/2-3 Final Adelanto, CA
Info 619/246-7262

WMRRA Road Race Series

10/3 Bremerton, WA
10/24 Seattle, WA
Info 206/972-4499

WRA Road Race Series

11/6-7 Bakersfield, CA
11/20-21 Las Vegas, NV
Info 209/723-9454

MRA Road Race Series

10/3 Second Creek, CO
Info 303/530-5678

GFI Racing North Battle of the 90s Fall MX Series

10/3 Oakdale, CA
10/10 Hollister, CA
10/17 Brentwood, CA
10/24 Carnegie, CA
Info 209/673-8080

Northern NV Dealer MX Challenge Series

10/3 Carson City, NV
10/10 Fernley, NV
10/17 Carson City, NV
10/24 Fernley, NV
10/31 Carson City, NV
11/7 Carson City, NV
Info 702/267-4392

WSMC Road Race Series

10/16-17 Rosamond, CA
11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
1/15-16/94 Rosamond, CA
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

OCTOBER

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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

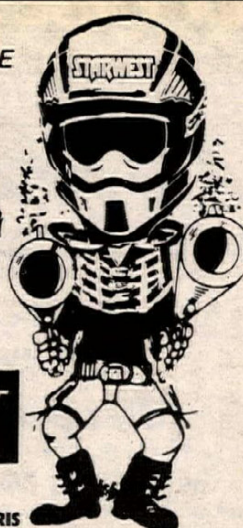
October 1

CALIFORNIA MOTOCROSS
• CRC L.A. County Raceway,
Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Fall C'ship. Sacramento Raceway,
Sacramento. Info: 916/363-2653 or
363-2645.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford
Speedway, Seaford. Info: 302/335-
4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City.
Info: 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless.
Info: 817/540-0815.

October 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer.
Info: 205/477-6848.
ALABAMA SHORT TRACK
J & J Speedway, Grand Bay. Info:
205/666-7241.

STARWEST SUPERCROSS PARK PRESENTS THE 2ND ANNUAL TWIN FAIR SHOOT OUT



**SATURDAY NIGHT
OCT. 9 1993**

**SATURDAY NIGHT
OCT. 16, 1993**

**FREE FAIR ACTIVITIES INCLUDED WITH
ADMISSION TO THE EVENT**

**GATE FEE FOR TWIN FAIR SHOOTOUT
ADULTS \$6.00 KIDS 10 & UNDER FREE**

COME ON OUT FOR MX RACING AND THE FAIR

**4 MILES NORTH OF PERRIS
IN MORENO VLY., CA. ON RAMONA EXWY.
3 MILES EAST OF I-215**

**PRACTICE 4:30 PM
ENTRIES CLOSE 5:30 PM
RACING 6:00 PM
NO MEMB. OR LIC. REQ.**

**250%
PRO PAYBACK
125cc-250cc**

**SUPER
TROPHIES
30% ALL
AMATEUR
CLASSES**

**ENTRY FEES
AMATEUR \$20.00
PROS \$30.00**

INFO. 714-855-2707

GET DRESSED BEFORE YOU HIT THE ROAD.



Gloves help you manipulate controls better. Leathers help prevent hypothermia. And all gear protects against flying objects. Which is vitally important if you ever become the flying object. **MOTORCYCLE SAFETY FOUNDATION**



GLEN HELEN

Sat., Oct. 2 No Open Practice
Sat., Oct. 2 Glen Helen Grand Prix & Expo 6:00 a.m.
Sun., Oct. 3 No Open Practice
Sun., Oct. 3 Glen Helen Grand Prix & Expo 6:00 a.m.
Sun., Oct. 10 CRC GP & Open MX Practice 6:30 a.m.
Sat., Oct. 16 Sand Drags 6:30 a.m.

Track Watered and Prepped
Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 1pm-2pm
Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
Sun. Open MX Practice
8:00 a.m. to 5:00 p.m. on MX Track
Except Sand Drag or MTEG Weekends
INFO: (909) 880-1733

**ARENA AMA
CROSS**
TOLEDO, OHIO
Seagate Centre
October 22-24
For Info:
1-800-544-8714

Tell them you saw it in
CYCLE NEWS

STARWEST Lake Perris Fairgrounds
Moreno Valley California
SUPERCROSS PARK
Sat., Oct. 2- Starwest Night MX (No Lic. Req'd.)
Sun., Oct. 3- CRC MX (License Req'd.)
Sat., Oct. 9- Twin Fair Shootout (No Lic. Req'd.)
Gates Open Sat. 3 p.m., Practice 4:30 p.m., Race at 6
Gates Open Sun. 6:30 a.m., Practice 8:00 a.m., Race at 9:30 a.m.
Open Practice:
Every Tues. 9 a.m.-2 p.m., 4 p.m.-10 p.m. Every Sat. 9 a.m.-1 p.m.
New Pee Wee Track Available
Info Call: **714-855-2707**

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H We accept most major credit cards H
HHHHHHHHHHHHHHHHHHHH

**CRC California Race
Schedule**
100% PRO PAYBACKS/200% PRO PAYBACK FRIDAYS
Fri., Oct. 1 Night MX L.A.C.R.
Sun., Oct. 3 MX Starwest
Fri., Oct. 8 Night MX L.A.C.R.
Sun., Oct. 10 Night MX L.A.C.R.
Fri., Oct. 15 Night MX L.A.C.R.
Sun., Oct. 17 MX L.A.C.R.
Fri., Oct. 22 Night MX L.A.C.R.
3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

DON'T MISS THIS INAUGURAL EVENT!!!**GLEN HELEN**• ANOTHER CLASSIC LIKE
• HOPETOWN • GREAT BEAR •
• ELSINORE •**GRAND PRIX
& Expo****AMA****PRO CLASS
200%
PAY BACK !!****PRAIRIE DOGS**
PRESENTING MC CLUB**10 Miles Long!**

COURSE DESIGNED BY:

MALCOLM SMITH

BRAND NEW TERRAIN, PLUS PAVEMENT!

FREE CAMPING!**DISTRICT 37
POINTS
• 15% Trophies •****OCT. 2nd & 3rd 1993**Entry Information call: Doug Mohr (714) 898-4599
Vendor & Expo info call: Gene Romero (714) 529-6054**CRC** Membership Not
Required
Sunday, October 10, 1993
GLEN HELEN CYCLE PARK
San Bernardino, CA
DON'T MISS IT!**EACH CLASS
RACE 45 MIN.****20% TROPHIES
SUPERB FINISHER PINS****CASH TO PROS**

No post entry penalty for 2nd class entered

MAIL ENTRY	\$20.00
Non-Member	\$25.00
POST ENTRY	\$25.00
Non Member	\$30.00

Mail entries and two (2) legal size self
addressed, stamped envelopes (SASE)**CALIFORNIA RACING CLUB**
37045 Ran Dr., Palmdale, CA 935501993 CRC
Membership
AvailableFor info call
(805) 272-8889**ministars '93**
50cc - 60cc - 80cc**EXCLUSIVE FOR
MINIS ONLY!****SUNDAY OCT. 24, 1993****STARWEST****SUPERCROSS**LOCATED IN THE MORENO
VALLEY EAST OF L.A. AT THE
LAKE PERRIS FAIRGROUNDS**NO LIC OR
QUALIFIERS**ON THE MAIN TRACK & ALL NEW
PEE WEE COMPETITION CENTERTHE FACTORY VANS OF,
SUZUKI, KAWASAKI, & YAMAHAAT THE
EVENT!
**MAIL ENTRY
CLOSES
10-15-93****CALL FOR INFO PACKET & PRE-ENTRY 714-855-2707****Remember: The throttle works both ways!****SRA GP** California
ScheduleMembers **October 24** Carlsbad
Non Members **November 21** Glen Helen

Info (714) 957-2985

**Old Timers MX Association
Race Schedule**Sun., Oct. 3 Starwest CRC MX
Sun., Oct. 10 Glen Helen G.P. C.R.C.
Sun., Oct. 17 Sunrise

For Information Call (714) 633-9503

\$\$ CASH PAID \$\$
USED STREET BIKES
BERT'S MOTORCYCLES**818-334-1288/818-334-2926**

DOUBLE CROSS RACING

Oct. 10	G.P.	Sunrise
Nov. 14	G.P.	Sunrise
Dec. 5	G.P.	Glen Helen

INFO: (714) 371-6333

GFI RACING (909) 371-3434

Sat., Oct. 2	GFI Super Sat. Morning MX	Perris
Sun., Oct. 10	1993 GFI Fall Series - Rnd. 1	Perris
Sun., Oct. 17	1993 GFI Fall Series - Rnd. 2	Perris
Sat., Oct. 23	OTMX/OTHG Nationals	Perris

A RIDER FOR THE RIDERS

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Sport Center

PARTS IN STOCK
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(313) 673-3366 (313) 673-8144 FAX
UPS Daily

CALENDAR**ARIZONA MOTOCROSS**• GFI Arizona. Mountain View
Raceway, Tucson. Info: 602/437-
5767.**ARKANSAS SHORT TRACK/TT**• West Siloam Springs Speedway,
Siloam Springs. Info: 918/437-4657
or 501/524-9009.**CALIFORNIA MOTOCROSS**Racing Enterprises. Carlsbad
Raceway, Carlsbad. Info: 619/484-
1441.**CALIFORNIA SPEEDWAY**• International Speedway. Orange
County Fairgrounds, Costa Mesa.
Info: 714/492-9933.**CALIFORNIA TT SCRAMBLES**• AMA/D-36. Lodi Cycle Bowl, Lodi.
Info: 209/544-1027 or 368-7182.**CALIFORNIA SHORT TRACK**Southern Calif. Flat Track Assn. Glen
Helen OHV Park, San Bernardino.
Info: 714/956-0556.**FLORIDA MOTOCROSS**ProSports USA. Orlando MX Park,
Orlando. Info: 407/568-2271.**FLORIDA MOTOCROSS**AHRMA/FL Vintage MX Club. Dade
City Raceway, Dade City. Info:
813/986-4950.**FLORIDA SHORT TRACK**Orange County Raceway, Bithlo. Info:
813/443-5630 or 441-3139.**FLORIDA SHORT TRACK**Bay County Speedway, Youngstown.
Info: 904/784-4787.**GEORGIA MOTOCROSS**Thunder Creek MX, High Falls. Info:
912/994-6630.**GEORGIA MOTOCROSS**Calhoun SX, Calhoun. Info: 404/943-
4935.**IOWA SHORT TRACK**• Winter Dome Racing. Iowa State
Fair Racing Dome, Des Moines. Info:
515/265-6439.**KENTUCKY MOTOCROSS**• Edmonson County Raceway,
Elizabethtown. Info: 502/286-8334.**MINNESOTA SHORT TRACK**• AMA. Montgomery Speedway,
Montgomery. Info: 612/593-1283.**NEVADA ENDURO**AMA/D-36/Carson Valley Qualifier.
High Sierra M.C. Minden. Info:
702/425-4762.**NEW YORK SHORT TRACK**Delray Enterprises. Lembo Lake
Park, Modena. Info: 914/427-2248.**NORTH CAROLINA MOTOCROSS**• Fall Series. Wilkes County MX
Park, Lenoir. Info: 704/758-4342 or
919/921-2322.**NORTH CAROLINA MOTOCROSS**East Bend Speedway, East Bend.
Info: 919/699-3629.**OHIO SHORT TRACK/SPEEDWAY**Bear Creek Speedway, Canton. Info:
216/837-5694.**OHIO MOTOCROSS**CRA. Malvern MX Park, Malvern.
Info: 216/262-4945.**TENNESSEE MOTOCROSS**I-40 MX Park, Knoxville. Info:
615/573-5425.**TENNESSEE MOTOCROSS**Dallas Ricker Complex, Greeneville.
Info: 615/234-0772.**TENNESSEE SHORT TRACK**Memphis Motorsports Dirt Trax,
Memphis. Info: 901/353-6118.**October 2-3****CALIFORNIA DUAL SPORT**
AMA/Behr Services. Schaans Resort,
Wilseyville. Info: 415/367-1980.**CALIFORNIA MOTOCROSS**• CMC Trans-Cal Shootout. Sunrise
Valley Raceway, Adelanto. Info:
619/246-7262.**CANADA MOTOCROSS**MRA. Canada vs USA. Leamington
Raceway, Leamington, Ontario. Info:
313/289-2100.**FLORIDA HARE SCRAMBLES**FTR/Azalea City M.C. Green Cove
Springs. Info: 904/328-9747 or 684-
2698.**KENTUCKY DRAGS**• AMRA 8th Annual North American
All Harley Drags Final. Beech Bend
Raceway Park, Bowling Green. Info:
615/763-2241.**MICHIGAN MOTOCROSS**AMA/D-14. Baja Acres, Millington.
Info: 517/871-3356.**NEVADA MOTOCROSS**• Gold Nugget Series. Rounds 5 & 6.
Gold Rush Moto Park, Carlin. Info:
706/754-6248.**NEW JERSEY MOTOCROSS**• AMA Dirt Shirts Fall Classic Series.
Raceway Park, Englishtown. Info:
813/894-0439.**NEW YORK SHORT TRACK**• AMA/Classic Bike/AHRMA. Days of
Glory Vintage Weekend. Nat'l C'ship
Dirt Track Series. Cayuga County
Fairgrounds, Weedsport. Info:
914/356-4433.**OHIO DUAL SPORT**AMA/Suzuki Dual Sport Trail Ride
Series. Enduro Riders Assn.
McArthur. Info: 614/444-9600.**October 3****ALABAMA ENDURO**
SETRA C'ship Bama
Barkbustler/SERA C'ship Series.
Birmingham Trails & Trials, Jemison.
Info: 205/979-4542 or 939-3020.**ARIZONA DESERT RACE**ADRA Int'l Racing Assn. 16th Annual
Prescott Mountain 100, Prescott.
Info: 602/252-1900.**CALIFORNIA MOTOCROSS**Racing Enterprises So. Cal.
Veteran's Cup. Carlsbad Raceway,
Carlsbad. Info: 619/484-1441.**CALIFORNIA DUAL SPORT**AMA D-37/California Trail Rides.
Cycle News 4th Annual Dual Sport
Jamboree. San Bernardino Nat'l
Forest. Info: 714/992-9291.**CALIFORNIA MOTOCROSS**• GFI Racing North Battle of 90s Fall
Series. Pioneer Arena, Oakdale. Info:
209/673-8080.**CALIFORNIA GRAND PRIX**Prairie Dog GP. Glen Helen OHV
Park, San Bernardino. Info: 909/880-
1733.**CALIFORNIA MOTOCROSS**• CRC. Star West Park, Moreno
Valley. Info: 805/272-8889.**CALIFORNIA MOTOCROSS**AHRMA West Regional Series. L.A.
County Raceway, Palmdale. Info:
805/832-1955.**CALIFORNIA SHORT TRACK**WSDRA. Willow Springs Raceway,
Rosamond. Info: 818/360-6258.**CALIFORNIA MOTOCROSS**AMA/D-36 MX, San Jose Speedway.
Info: (408) 224-4412.**FLORIDA MOTOCROSS**• AMA 11th Annual Florida Gold Cup
C'ship. Dade City Raceway, Dade
City. Info: 813/894-0439.**FLORIDA MOTOCROSS**Reeves Promotions. County Line
Raceway, Ona. Info: 813/751-2116.**GEORGIA MOTOCROSS**GA Fall Series. Hillbilly Hills, Roberta.
Info: 912/788-0413.**IDAHO MOTOCROSS**Fossil Bowl MX, Clarkia. Info:
208/245-3608 or 245-4940.**ILLINOIS TRIALS**Windy City Trials Club. Bley USA, Elk
Grove. Info: 708/437-0671.**IOWA ENDURO**IERA C'ship Series. Barlett. Info:
515/795-3440.**KANSAS MOTOCROSS**KMSA C'ship Series. Great Bend.
Info: 913/842-8272.**KENTUCKY MOTOCROSS**Pendleton County Rec. Park,
Gardnersville. Info: 606/472-3442.**KENTUCKY MOTOCROSS**• Honda Backwoods Shootout.
Daniel Boone MX Park, London. Info:
606/877-1364.**KENTUCKY MOTOCROSS**• KOPR C'ship Series. Sprockets II GP
MX, Arkansas City. Info: 316/636-5113.**MASSACHUSETTS ENDURO**NETRA C'ship Series. King Philip
West Enduro, Wrentham. Info:
203/875-5757.**MASSACHUSETTS MOTOCROSS**NESC C'ship Series. Southwick. Info:
413/772-0685.**MEXICO MOTOCROSS**• Too Much Fun Promotions.
Cantamar Dunes, Rosarito, B.C. Info:
011-52-661-22525.**NEBRASKA MOTOCROSS**Cornhusker Circuit. Palmyra. Info:
308/928-2503.**NEVADA MOTOCROSS**• Northern NV Dealer Challenge
III/NV Oldtimers. Silver State
Raceway, Carson City. Info: 702/267-
4392.**NEW HAMPSHIRE TRIALS**NETA Observed Trials Series. Ware.
Info: 508/429-7675.**NEW JERSEY ENDURO**ECEA Series. Greenbank. Info:
609/657-6338.**NEW MEXICO ENDURO**AMA/Prairie Dawg M.C./RMEC.
Mile-High Enduro. Lincoln Nat'l
Forest, Cloudcroft. Info: 505/434-
0454.**NEW YORK SHORT TRACK**• AMA. Electric City Riders,
Schenectady. Info: 518/374-7979.**NEW YORK MOTOCROSS**AMA/CNYRA. Frozen Ocean MX
Park, Auburn. Info: 315/784-5466.**NEW YORK ENDURO**AMA/AHRMA/Wayne County M.C.
Fairville Fire Dept., Fairville. Info:
315/331-6649.**NEW YORK SPEEDWAY**Champion Speedway, Owego. Info:
607/625-2894 or 723-2387.**NEW YORK MOTOCROSS**WNYSC/Scott USA Day. Hunt Moto
Park, Hunt. In to 716/476-2697.**NEW YORK POKER RUN**Square Deal Riders M.C.,
Binghamton. Info: 607/655-2003.**OHIO MOTOCROSS**AMA/D-12/American Motorsport, Inc.
Coshooton County Fair, Coshooton.
Info: 614/596-2057.**OHIO DIRT DRAGS**• Morristown Raceway Morristown.
Info: 614/782-1015.**OHIO HARE SCRAMBLE**CRA. Salem M.C., Salem. Info:
216/482-2971.**OREGON MOTOCROSS**MXNW Pacific Coast C'ship Series.
Clarks Branch MX, Roseburg. Info:
503/673-1671.**OREGON MOTOCROSS**

• CMC. OR State C'ship. Albany

Supercross, Albany. Info: 503/484-5217.**PENNSYLVANIA HARE SCRAMBLE**
AMA/D-6. Flying Dutchmen M.C.,
Pine Grove. Info: 717/345-6340.**PENNSYLVANIA HARE SCRAMBLE**
M & G Racing. Beaver Valley
Raceway, Racetown. Info: 412/693-
2880.**PENNSYLVANIA MOTOCROSS**
CRA. Pymatuning Horeshot
Raceway, Linnesville. Info: 814/683-
5655.**PENNSYLVANIA SHORT TRACK**
Trail-Way Speedway, Hanover. Info:
717/359-4310.**PENNSYLVANIA MOTOCROSS**
AMA/D-6. Pagoda M.C.,
Nbirdsboro. Info: 215/582-3717.**SOUTH CAROLINA MOTOCROSS**
AMA/D-29. Camp Coker Motorsports
Park, Society Hill. Info: 803/378-
4700.**TENNESSEE MOTOCROSS**
KY-TN-MX Assn. T-N-T MX Park,
Milan. Info: 901/987-3029.**TEXAS ENDURO**
Sabine Enduro Circuit. Cycleland
Enduro, Nacogdoches. Info: 903/845-
3553.**TEXAS HARE SCRAMBLE**
AMA/TX C'ship Series. Thunder
Mountain, Jacksonville. Info:
713/666-6483.**VIRGINIA HARE SCRAMBLE**
VA C'ship Series. Blue Ridge Cycle
Club, Martinsville. Info: 703/632-
5931.**VIRGINIA MOTOCROSS**
• AMA. Lake Sugar Tree Motorsport
Park, Axton. Info: 615/323-5497 or
703/650-3378.**WEST VIRGINIA CROSS COUNTRY**
• AMA. Wiseco/Yamaha/Dunlop
GNCC Series. Forest Festival, Elkins.
Info: 614/891-2425.**WISCONSIN SWAP MEET**
J & P Promotions. 9th Annual Parts
Extravaganza. WI State Fair Park,
Milwaukee. Info: 319/462-6011.**October 8****CALIFORNIA MOTOCROSS**
• CRC. L.A. County Raceway,
Palmdale. Info: 805/272-8889.**CALIFORNIA MOTOCROSS**
Sacramento Raceway, Sacramento.
Info: 916/363-2653 or 363-2645.**DELAWARE MOTOCROSS**
DE Motor Sport, Inc. Seaford
Speedway, Seaford. Info: 302/335-
4386.**NORTH CAROLINA SHORT TRACK**
Dixieland Speedway, Elizabeth City.
Info: 919/335-7412 or 804/489-
2797.**TEXAS MOTOCROSS*** Mosier
Valley MX Park, Euless. Info:
817/540-0815.**October 8-11****CALIF**

NEW YORK SHORT TRACK
Delray Enterprises. Lembo Lake Park, Modena. Info: 914/427-2248.

NEW YORK MOTOCROSS
LISC Series. Bridgehampton Motorsports Park, Bridgehampton. Info: 516/728-7727.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

NORTH CAROLINA MOTOCROSS
• Hot Summer Nights Series. Silver Creek MX, Morganton. Info: 704/584-0776.

OHIO SPEEDWAY/SHORT TRACK
Bear Creek Speedway, Canton. Info: 216/837-5694.

OHIO MOTOCROSS
AMA/D-11/Action Sports Promotions. Nelsonville. Info: 614/594-6686.

SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info: 803/757-4226.

TENNESSEE MOTOCROSS
Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info: 615/573-5425 or 986-2627.

TENNESSEE ARENACROSS
3rd Annual TN State AX C'ship Series. Paris/Henry Co. Fairgrounds, Paris. Info: 901/642-0511.

TEXAS POKER RUN
The Texas Gypsy Tour/Poker Run/Barbecue/Dance. Dallas. Info: 214/216-5520.

WISCONSIN DRAGS
NHRA Jr. Drag Racing League Series. Great Lakes Dragway, Union Grove. Info: 818/914-4761.

WISCONSIN MOTOCROSS
Yamaha North American Seniors MX C'ship. Aztalan Raceway, Lake Mills. Info: 414/786-4420.

October 9-10

ARIZONA MOTOCROSS
CMC AZ Copper State Classic. Thrasherland Motorsports Raceway, Phoenix. Info: 602/863-1028.

CALIFORNIA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series/D-36/Ridgerunners M.C. Angels Camp to Carson City, NV & back. Info: 408/438-5130.

CALIFORNIA TRIAL
AMA/PITS. Frank Raines OHV Park, Patterson. Info: 209/293-4768.

IDAHO MOTOCROSS
State C'ship. Boise. Info: 208/524-5831.

ILLINOIS MOTOCROSS
AMA/D-15 & 17. Lincoln Trail Motorsports Off Road Riding Park, Casey. Info: 217/932-2041.

INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info: 317/698-2420 or 513/874-8400.

MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Bettencourt Tr. Plympton. Info: 203/875-5757.

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info: 313/289-2100.

PENNSYLVANIA MOTOCROSS
AMA Dirt Shirts Fall Classic MX Series. High Point Raceway, Mt. Morris. Info: 813/894-0439.

October 10

ARIZONA MOTOCROSS
• GFI Arizona/Whiplash Motorsports. Thunder Valley Raceway, Mayer. Info: 602/437-5411.

CALIFORNIA DOUBLECROSS
Doublecross Racing. Sunrise Valley Raceway, Adelanto. Info: 909/371-6333.

CALIFORNIA GRAND PRIX
• CRC. Gremlin GP. Glen Helen OHV Park, San Bernardino. Info: 805/272-8889.

CALIFORNIA MOTOCROSS
• GFI Racing North Fall Series. Hollister Hills MX Park, Hollister. Info: 408/238-8208 or 637-2073.

CALIFORNIA DESERT RACE
SDCSCI D-38 C'ship Series. 4th Annual Smity's Cycle Center Mudhen II/The Mud Duck. Plaster City West, Imperial County, El Centro. Info: 619/427-5759.

CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Abnormal Promotions. Northern Calif. Rough Scrambles Series. Stockton Fairgrounds, Stockton. Info: 209/838-3200.

CALIFORNIA MINI RACE
CMRRA Series. Lake Perris Raceway, Perris. Info: 714/891-0187.

CALIFORNIA TRIAL
AMA/Starmen Productions. Trick or Treat Trial. Frank Raines Park, Patterson. Info: 415/851-0489.

CALIFORNIA MINI RACE
CMMC Series. Barona Raceway, Ramona. Info: 619/561-9016.

COLORADO MOTOCROSS
Yampa Valley Sportsmen Riders Club, Craig. Info: 308/824-7238.

FLORIDA MOTOCROSS
• AMA/11th Annual Florida Gold Cup C'ship Series. MX of Marion County, Reddick. Info: 813/894-0439.

FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Opa. Info: 813/751-2116.

FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipleay. Info: 904/638-1012.

GEORGIA MOTOCROSS
Dixie MC. Hillbilly Hills MX, Roberta. Info: Calhoun. Info: 912/788-0413.

GEORGIA ENDURO
SETRA C'ship Series. Cochran Fun Run Enduro, Cochran. Info: 912/934-6386 or 934-7697.

IDAHO MOTOCROSS
• Fall Series. Huetter MX Park, Coeur D'Alene. Info: 208/667-7905 or 773-2956.

IOWA MOTOCROSS
• AMA/Stalene Trailriders Assn. Lamoni MX Park, Lamoni. Info: 515/784-6121.

IOWA HARE SCRAMBLES
IERA Series. Hills. Info: 515/795-3440.

KANSAS MOTOCROSS
KMSA Series. Westmoreland. Info: 913/842-8272.

KANSAS HARE SCRAMBLES
KMSA Series. Wichita. Info: 913/842-8272.

MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info: 413/772-0685.

MASSACHUSETTS HILLCLIMB
New England Hillclimbers Assn. Abacrombie Field, Greenfield. Info: 413/788-7406.

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info: 313/289-2100.

NEVADA MOTOCROSS
Northern NV Dealer Challenge III/NV Oldtimers. Silver State MX, Carson City. Info: 702/267-4392.

NEW YORK HARE SCRAMBLES
NETRA C'ship Series. Catra II, Fishouse. Info: 203/875-5757.

NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Diamondback MX, Modena. Info: 518/828-6149.

NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Inc., Marshall. Info: 704/645-3097.

NORTH CAROLINA MOTOCROSS
MX NAME Fall Series. Montrose Motocross, Raeford. Info: 919/875-3805.

NEW YORK DIRT TRACK
Square Deal Riders Season Finale Short Track. SDR Raceway, Harpursville. Info: 607/723-2288.

NEW YORK SPEEDWAY
Champion Speedway, Owego. Info: 607/625-2894 or 723-2387.

NEW YORK SHORT TRACK
AMA Square Deal Riders MC 1/4-mile Short Track, Harpursville. Info: 607/723-3238 or 693-2634.

NEW YORK HARE SCRAMBLES
Moto Masters. Maple View. Info: 716/335-6456 or 315/895-7654.

NEW YORK MOTOCROSS
AMA Bridgestone Tire New York State Championships. Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.

NEW YORK MOTOCROSS
WNYSC Points Race. Silver Springs MX Park, Rock Glen. Info: 716/786-5596 or 786-2157.

OHIO MOTOCROSS
C.R.A. Ohio International Raceway, Ravenna. Info: 216/369-5993.

OHIO HARE SCRAMBLE
Western Reserve MC Club, Salem. Info: 216/337-8077.

OHIO MOTOCROSS
Sunset Ramblers MC of Galion, Galion. Info: 419/562-6931, 683-3102 or 756-8601.

OKLAHOMA CROSS COUNTRY
Oklahoma Cross Country Racing Association, Stillwater. Info: 405/386-6088 or 390-8812.

PENNSYLVANIA MOTOCROSS
MX Pennsylvania State Championship. Brownsville-Luzerne City Park, Brownsville. Info: 804/594-1157.

PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross. Fredericksburg. Info: 717/273-1180 or 273-9212.

PENNSYLVANIA DIRT TRACK
Trailway Speedway, Hanover. Info: 717/359-4310.

SOUTH CAROLINA MOTOCROSS
District 29 Ultra Series. Sandhills, Chesterfield. Info: 704/596-6577 or 732-8200.

TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS CROSS COUNTRY
Texas Cross Country Racing Association Series. Rocky Ridge, Decatur. Info: 817/346-1132.

TEXAS HALF MILE
AMA Pro-Am National Championship Half Mile, Dirt Track, and AHRMA Vintage National plus AMA Rally. Dallas. Info: 214/216-5520.

VIRGINIA MOTOCROSS
• AMA Pro Sport MX, Wytheville. Info: 703/228-3118 or 615/323-5497.

WASHINGTON MOTOCROSS
Motocross Northwest. Washougal Motocross Track, Washougal. Info: 503/673-1671.

WISCONSIN MOTOCROSS
AMA sanctioned. Aztalan Cycle Club Youth Regional. Aztalan Clubground, Lake Mills. Info: 414/786-4420 or 608/754-1874.

October 15

CALIFORNIA MOTOCROSS
CRC Night MX. L.A. County

Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS
Fall Championship #7. Sacramento Raceway, Sacramento. Info: 916/363-2653 or 363-2645.

DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info: 302/335-4386.

NORTH CAROLINA SHORT TRACK
Dixie Land Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

October 15-16

TEXAS ARENACROSS
AMA/Texas Arenacross C'ship. Ector County Coliseum, Odessa. Info: 817/668-6744.

October 15-17

ALABAMA DRAG RACE
Prostar Dixie Nationals. Huntsville Dragway, Huntsville. Info: 609/768-4624.

October 16

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Raceway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.

ARIZONA MOTOCROSS
• GFI Arizona Night MX C'ship. Mountain View Raceway, Tucson. Info: 602/437-5411.

CALIFORNIA TT SCRAMBLES
• AMA/ D-36 Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.

CALIFORNIA TRIALS
Starman Productions Traditional Observed Trials. AHRMA Nat'l Points Event. Hollister OHV park. Info: 916/967-0262.

CALIFORNIA SAND DRAGS
USA. Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.

CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info: 813/443-5630 or 441-3139.

FLORIDA FLAT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.

FLORIDA MOTOCROSS
Prosports USA. Orlando Potocross Park, Orlando. Info: 407/568-2271.

GEORGIA MOTOCROSS
Thunder Creek, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.

KENTUCKY MOTOCROSS
• Edmonson County Raceway, Elizabethtown. Info: 502/286-8334.

MASSACHUSETTS ENDURO
NETRA C'ship Jr Enduro Series, Bourne. Info: 203/875-5757.

NORTH CAROLINA SHORT TRACK
• State Championship. Coleridge Speedway, Asheboro. Info: 919/629-2415.

NORTH CAROLINA MOTOCROSS
• Fall Series. Wilkes County Motocross Park, Lenoir. Info: 704/758-4342 or 919/921-2322.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

OHIO SPEEDWAY/SHORT TRACK
Bear Creek Speedway, Canton. Info: 216/837-5694.

OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info: 216/262-4945.

TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info: 615/573-5425 or 986-1617.

TENNESSEE MOTOCROSS
Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

TENNESSEE SHORT TRACK
Memphis Motorsports. Shelby Farms Show Place Arena. Info: 901/353-6118.

TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

WISCONSIN DRAG RACE
NHRA Jr. Drag Racing League Program. Great Lakes Dragway, Union Grove. Info: 414/878-3783.

October 16-17

CALIFORNIA ROAD RACE
• Willow Springs Motorcycle Club. Willow Springs Int'l Raceway, Rosemond. Info: 805/256-1234.

FLORIDA HARE SCRAMBLE
F.T.R. - sanctioned, promoted by Manasota Trail Riders. County Line Raceway, Bradenton. Info: 813/751-2116.

MASSACHUSETTS HARE SCRAMBLE
NETRA C'ship Series Great Escape II, Bourne. Info: 203/875-5757.

MICHIGAN MOTOCROSS
• AMA sanctioned. Mustang Acres, Brighton. Info: 313/229-9719 (227-3222 on race day).

TEXAS TRIALS
AMA Nat'l Observed Trials C'ship/North American Trials Council. Red River Motorcycle Park, Muenster. Info: 214/723-1485.

WASHINGTON MOTOCROSS
C.M.C., Fas-Trac Racing, Olympic Peninsula MC Club, O.P.M.C. Washington State C'ship Motocross, Port Angeles. Info: 206/457-0275.

October 17

ARIZONA MOTOCROSS
GFI Arizona. Phoenix Raceway Park, Whittmann. Info: 602/437-5411.

CALIFORNIA ROAD RACE
Prairie City/ Capitol Yamaha/NOR Cal YSR Championship Series. Rattlesnake Raceway, Prairie City OHV Park, Sacramento. Info: 916/722-5517.

CALIFORNIA MINI ROAD RACE
AMRRA. Streets of Willow Springs, Rosamond. Info: 310/516/8666.

CALIFORNIA MOTOCROSS
GFI Racing North Battle of the 90s Fall MX Series. Sandhill Ranch, Brentwood. Info: 209/673-8080.

CALIFORNIA ROUGH SCRAMBLES
• AMA/ D-36 Abnormal Productions Northern California C'ship Rough Scrambles Series Round 9/ 3rd Annual Walt Masterson Memorial. Stockton Fairgrounds, Stockton. Info: 209/838-3200.

CALIFORNIA DIRT TRACK
WSDRA 3/8-mile DT. Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS
AHRMA-West Regional MX Series. Hollister Hills, Hollister. Info: 805/832-1955.

CALIFORNIA MOTOCROSS
CRC MX. L.A. County Raceway, Palmdale. Info: 805/272-8889.

FLORIDA MOTOCROSS
World Sports 11th Annual FL Gold Cup C'ship. FL Motorsports Complex, Ocala. Info: 813/894-0439.

FLORIDA MOTOCROSS
ProSports USA Octoberfest MX. Orlando MX Park, Orlando. Info: 407/568-2271.

GEORGIA MOTOCROSS
Dixie Motorcycle Club/GA State C'ship Series. Echelon, Macon. Info: 912/788-8227, 956-5420 or 788-0413.

ILLINOIS SWAP MEET
J&P Productions 12th Annual Parts Extravaganza. Will County Fairgrounds, Peotone. Info: 319/462-6011.

INDIANA TEAM RACE
Stoney Lonesome MC, Columbus. Info: 812/379-2312.

INDIANA MOTOCROSS
AMA/D-15 Hoosier Hilltoppers MC. Uniontown. Info: 812/522-1522.

KANSAS HARE SCRAMBLES/MX
KORR Green Acres Fall C'ship. Green Acres, Marion. Info: 316/636-5113.

KENTUCKY MOTOCROSS
Fun Day, Daniel Boone MX Park, London. Info: 606/877-1364.

KENTUCKY HARE SCRAMBLE
Buddy Ride, Eagle Creek MC Park, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS
AMA/Anteitam MC, Hagerstown. No Youth. Info: 301/797-8686 or 797-1607.

MASSACHUSETTS HILLCLIMB
NEHC Association, Monson. Info: 413/788-7406.

MASSACHUSETTS TURKEY RUN
NETRA Tri State, Winchendon. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS
NESC, Southwick. Info: 413/772-0685.

MISSISSIPPI HARESCRAMBLE
SERA Central MS Enduro Team, Tupelo. Info: 205/979-4542.

MISSOURI HARE SCRAMBLE
• MO C'ship Series, Jefferson City. Info: 314/327-4042 or 828-4468.

NEBRASKA MOTOCROSS
Cornhusker MX Circuit, Phillipsburg. Info: 308/928-2503.

NEVADA MOTOCROSS
• Northern NV Dealer Challenge III/NV Oldtimers. Silver State MX, Carson City. Info: 702/267-4392.

NEW JERSEY ENDURO
ECCA Series. New Lisbon. Info: 609/657-6338.

NEW YORK MOTOCROSS
Frozen Ocean MX Park, Auburn. Info: 315/784-5466.

NEW YORK SHORT TRACK
• AMA/Electric City Riders, Schenectady. Info: 518/374-7979.

NEW YORK MOTOCROSS
• AMA D-36/ MSC Ace MX, Modena. Info: 518/828-6149.

NEW YORK SPEEDWAY
Champion Speedway, Owego. Info: 607/625-2894 or 723-2387.

NORTH CAROLINA MOTOCROSS
NAME Fall Series. Rolling Hills Cycle Park, Reidsville. Info: 919/342-4492.

NORTH CAROLINA MOTOCROSS
AMA/D-29 Ultra Series. Dublin. Info: 704/596-6577 or 732-8200.

OHIO DIRT DRAGS
• Season C'ship. Morristown Raceway, Morristown. Info: 614/782-1015.

OHIO MOTOCROSS
AMA/D-11 Dirt Country Raceway, Blanchester. Info: 513/791-8970.

OHIO MOTOCROSS
CRA Amherst Meadowlarks MC Club. Amherst. Info: 216/988-9100.

OHIO HARE SCRAMBLE
CRA Broken Spokes. New Philadelphia. Info: 216/339-9265.

OHIO MOTOCROSS
AMA/D-11 Dynamic Promotions at Hidden Hills Raceway, Athens. Info: 614/593-6704.

OHIO HARE SCRAMBLE
Glass City. Delta. Info: 419/666-8413.

OKLAHOMA ENDURO
Sabine Circuit/Rocky Mountain Enduro Circuit/Black-Jack Enduro Circuit Cross Timbers Enduro. Oklahoma City. Info: 903/845-3553, 307/742-4136 or 316/342-4436-days.

OREGON ROAD RACE
OMRRA. Portland Int'l Raceway, Portland. Info: 503/221-1487.

OREGON SUPERCROSS
• CMC. OR State C'ship Round 2. Albany Supercross, Albany. Info: 503/928-4474 or 364-3187.

PENNSYLVANIA MOTOCROSS
AMA/D-6 Pagoda MC Club. Birdsboro. Info: 215/582-3717.

PENNSYLVANIA HARE SCRAMBLE
AMA/D-6 Flying Dutchmen MC Club. Pine Grove. Info: 717/345-6340, 8734 or 8918.

PENNSYLVANIA MOTOCROSS
AMA/D-6 Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

TENNESSEE MOTOCROSS
• AMA. Hidden Acres. Kingsport. Info: 615/245-4919 or 323-5497.

TENNESSEE MOTOCROSS
• AMA. Fall Series Christiana Raceway, Christiana. Info: 615/896-3245.

VIRGINIA HARE SCRAMBLE
Tucker Rocky, VA C'ship Series Peninsula 100 Classic. Newport News. Info: 804/255-4620.

WEST VIRGINIA CROSS COUNTRY
AMA/Wiseco/Yamaha/Dunlop Nat'l Series. Starvation Point, Elizabeth. Info: 614/891-2425.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

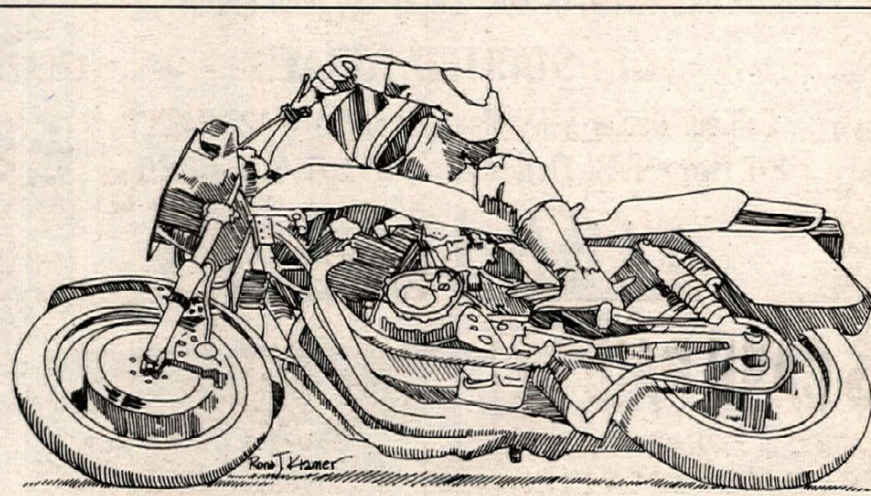
Location of event: _____

City/Town: _____

State: _____

Phone Number (with area code): () _____

Your name: _____



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CYCLE NEWS

...Because Once a Month is Not Enough

RESULTS

Trials
N.E.O.T.T.
Tulsa, OK
Sept. 19
By R.D. Allman

C/SHIP
Shan Moore G-G
Matt Moore G-G
Jim Westcott Yam
Bryan Byrd Fan
EX
Scott Williams G-G
Paul Bolen Fan
Charles Mallow Yam
David Meyers Apr
SR EX
Rich Allman Yam
Larry Garrison Yam
Tommy Moore G-G
NOV
Curtis Mitchell G-G
Mike Ferris Bul
Larry Duvall Yam
ROOKIE
V.A. Hatley Fan
Robby Helms Yam
Blake Harris Yam
Scott Secondine Bul
Carl Collins Yam

Dirt Track
Owyhee M.C. Club
OMC Raceway
Boise, ID
Sept. 7
By Randy Collins

PEE WEE
Nicholas Conson Yam
Neal Hoskovec Yam
Tyson Kennedy Yam
P/W MINI
Neal Hoskovec Yam
Rian Mathy Yam
Lucas Leonard Yam
MICRO
Daniel Rockhor Hon
Robbie Brown Hon
Terry Hobart Yam
MINI
Marcus Jenkins Yam
Steve Rundell Kaw
Daniel Rockhor Hon
OPEN SPTSMN
Steve Arndt Hon
Robb Floth Hon
Todd Gillespie Hon
OPEN PRO
Ricky Henson Hon
Rod Reynolds Hon
Jeff Russell Rtx
KNOBBY BEG
Kelly Squires Hon
Kirby Van Leuven Hon
Mike Hedr Yam
KNOBBY EX
Guy Miller Hon
Tip Thomas Hon
Herb Nachtigall Yam

Motocross
NESC
Southwick, MA
Sept. 12

50
James Douglas Yam
Mike Clendenin Yam
Daryl Johnson Yam
Kyle French Yam
Tom McGree Suz
65
Jeremy Morrison Kaw
Rick Marshall Kaw
Joshua Cennamo Kaw
Matt Johnston Kaw
Matt Shogren Kaw
85 BEG
Scott Deleda Suz
Robert Deleda Yam
Bryan Proxee Suz
Matt Boron Kaw
Joe Golumbe 85 JR
Bill Dickerson Yam
Jamie St. Don Yam
Leo Lopes Hon
Ryan O'Connell Yam
Stephanie Perron Suz
85 ADV
Mike Umhoefer Yam
Ryan Hedges Yam
David Umhoefer Yam
Bill Dickerson Yam
Jamie St. Don Yam
125 BEG
Corey Neumann Hon
Eric Bascombe Kaw
Adam Nason Hon
Matt Gronowicz Hon
Zachary Beaudoin Yam
125 JR
Bryan Courmoyer Kaw
Jason Kulas Suz
Vincent Deleda Yam
Bob Boord Hon
Bill Torello 125 ADV
Richard Robers Hon
Matt Boron Kaw
Jim Brothers Kaw
Matt Tremblay Kaw
Pat Outericki Suz
125 NOV
Jason Maslowski Suz
Jamie Willis Hon

William Guzik Suz
Mike Young Suz
Jeremy Duff Hon
200 NOV
Jim Kinsley Suz
Tom Wallace Suz
Chris Clebus Suz
Kurt Cormier Suz
Paul Cyr Suz
OPEN NOV
Tom Wallace Suz
Bryan Courmoyer Yam
Kurt Cormier Suz
Jeff Mueller Hon
Troy Rubner Yam
125 AM
Matt Bennett Hon
Ted Monhegan Hon
Gerry Lashway Kaw
Matt Tremblay Kaw
Scott Hancock Hon
200 AM
Mike Psalidas Suz
Ed Gardner Yam
Dan Plourde Yam
Dean Onners Suz
Chris Wimpheimer Hon
OPEN AM
Don Plourde Yam
Chris Knuth Hon
Robert Foster Hon
Jason Kulas Hon
Martin Baumann Hon
125 EX
Bill Dzielak Hon
Pat Harton Suz
Wally Silva Suz
Todd Richtotte Suz
Ed Lyons Suz
200 EX
John Dowd Kaw
Bill Dzielak Hon
Tony Lorusso Yam
Pat Barton Suz
Don Grahm Yam
Mike Treadwell Yam
30+ EX
Don Grahm Yam
Joe Mikalson Hon
Wemyss Scott Yam
Jim Meenan Yam
J.B. Hopkins Yam
35+ EX
Wemyss Scott Yam
Don Grahm Yam
Jim Meenan Yam
Angelo Santaniello Hon
David Clemence Hon
30+ JR
Scott Fletcher Suz
Tom Landry Suz
Steve Nowlan Hon
Richard Barnaby Kaw
Russell House Kaw
35+ JR
Harry Alberts Yam
Don Parson Yam
Doug Pomeroy Hon
Jack Flanagan Suz
Joe Sohl Yam
40+
Joe Ferrini Yam
Ron Vincent Yam
Lou Colon Kaw
Merle Monroe Kaw
Jim Petrovic Yam
30+ BEG
Paul Leoni Kaw
Sean Hitzzenbuhler Hon
Allen Meserve Hon
Jon Ganzer Suz
Mike Forger Yam

Motocross
NESC
Middleboro, MA
Sept. 19

85 BEG
Jeff Bryant Suz
Bryan Proxee Suz
Jody Galumbe Kaw
Scott Deleda Suz
Matt Boron Kaw
85 JR
Keith Partridge Kaw
Bill Dickeson Yam
Bill Torello Kaw
Stephanie Perron Suz
Don Denham Kaw
85 ADV
David Umhoefer Yam
Mike Umhoefer Yam
Ryan Hedges Yam
Keith Partridge Kaw
Bill Dickeson Yam
125 BEG
Eric Bascombe Hon
Jason Evangelista Hon
Chad Webster Kaw
Jeff St. Pierre Suz
Jeremy Fiori Yam
125 JK
Bob Boord Hon
Bill Torello Kaw
Mike Willett Suz
Jeremy Hill Kaw
Matt Charron Suz
125 ADV
Pat Outericki Suz
Gerry Lashway Kaw
Jim Brothers Kaw
Matt Tremblay Kaw
Paul Mainville Hon
125 NOV
David Williams Yam
Keith Rochette Hon
Frank Korpela Kaw
Terry Davis Hon
Vidal Camacho Kaw
200 NOV
John Makepeace Suz
Mark Dilling Suz
Chris Clebus Suz

Kurt Cormier Suz
Andy Spinner Hon
OPEN NOV
John Makepeace Suz
Terry Davis Suz
Jeff Davis Suz
Jeff Teves Yam
Troy Rubner Yam
Eric Morin Kaw
125 AM
Ted Moneghan Hon
Matt Tremblay Kaw
Matt Bennett Hon
Paul Mainville Hon
Mike Miceli Kaw
200 AM
Gerry Lashway Kaw
Dean Onners Suz
Charles Morin Suz
Ed Gardner Yam
Chris Wimpheimer Hon
OPEN AM
Martin Baumann Hon
Joe Bedard Hon
Todd Stewart Suz
Gene Garneau Hon
Gary Mikalson Hon
125 EX
Bill Dzielak Hon
Ted D'Onfrio Yam
Tony Lorusso Yam
Mike Treadwell Yam
Wally Silva Suz
200 EX
Pat Barton Suz
Bill Dzielak Hon
Keith Johnson KTM
Austin Squires Suz
Mike Treadwell Yam
Todd Richtotte Yam
30+ EX
Wemyss Scott Yam
Joe Mikalson Hon
Don Grahm Yam
Jim Meenan Yam
David Clemence Hon
35+ EX
Jim Meenan Yam
Wemyss Scott Yam
Don Grahm Yam
Bob Piche Yam
Angelo Santaniello Hon
30+ JR
Richard Barnaby Kaw
Gene Garneau Hon
Russell House Kaw
John Becker Yam
Steve Nowlan Hon
35+ JR
Don Parson Yam
Joe Sohl Yam
Bob King Yam
Bob Flanagan Suz
Bob Baer Kaw
40+
Joe Ferrini Yam
Ron Vincent Yam
Lou Colon Kaw
Merle Monroe Kaw
Chris McGraith Yam
Charles Bliss Yam

Motocross
Sprout Patch
Comp.
Millings, MO
Sept. 18
By Gale Boswell

50
Jon Still Yam
Millissa Clark Yam
Gregg Albertson Yam
Corey Vestal Yam
Tallon Gere 60
Jeremy Wright Kaw
Chris Graham Kaw
Troy Lester Kaw
Lucas Lee Kaw
Joey Gerbes Kaw
80 BEG
Cory Young Kaw
Chris Graham Kaw
Larry DeVinney Hon
Charlie Chrisman Hon
Andrew Cunha Kaw
80 SR
Casey McDowell Kaw
Vernon Richmond Kaw
Aaron Storey Kaw
Corey Burleson Kaw
Jeremy Wright Kaw
125 BEG
Chad Matthews Kaw
David Woods Hon
Dave Henderson Suz
Curtis Haney Hon
Randy Brown Hon
125 NOV
Chris Byrd Hon
Brian Henegar Hon
Jeremy Fowler Kaw

William Popejoy Kaw
David Taylor Yam
250 BEG
Kenny Jentzsch Yam
Bryant Fletcher Kaw
Chris Shellenberger Kaw
Brian Bacal Hon
Bobby Page Kaw
250 NOV
Eric Brewes Kaw
Aaron Fields Yam
Brian Robbins Yam
Todd Duesterhouse Hon
Dennis Tomlin Hon
30+
R.D. Peterson Kaw
Shannon Niday Hon
Mike Forkner Suz
Karl Fowler Kaw
Steve Abercrombie Suz
OPEN
Josh Beckett
Paul Heisner Hon
Keith Friebe Yam
Travis Young Kaw
Steve Forkner Suz

Road Race
Nor Cal YSR
Round 6
Prairie City SVRA
Sacramento, CA
Aug. 22
By Ken Callahan

STK
Alan McKenna Yam
Dave Tinga Yam
Maurice Daroy Yam
Bob Viscarra Yam
Jerry Douglas Yam
SS
Alan McKenna Yam
Logan Wilke Yam
Arnold Van Kempen Yam
Brian Jackson Yam
Brian Brown Yam
S/BK
Maurice Daroy Yam
Bob Viscarra Yam
Jerry Douglas Yam
Jeff Greene Yam
Dave Tinga Yam
80 GP
Alan McKenna Hon
Mark Woodward Hon
Jerry Douglas Yam
Roger Dowd Yam
Bob Viscarra Yam
B/W
Alan McKenna Yam
Mark Cuzzens Yam
Tom Adorno Yam
Jeff Shepard Yam
James Switzer Yam
STK NOV
Marc Callonea Yam
Mark Hart Yam
SS-S/BK NOV
Eric Graham Yam
Jerry Johnson Yam
Erik Kitchens Yam
Kandice Harp Yam
Lisa Geller Yam
VET
Jerry Douglas Yam
Mark Cozzens Hon
Steve Mandeville Yam
Tom Adorno Hon
Arnold Van Kempen Yam
WMN
Nikki Harris Yam
Lisa Geller Yam

Motocross
Sacramento
Raceway
Sacramento, CA
Sept. 24
By Jennifer Trimp

80 BEG
Terry Biel Suz
Eddie Marsalla Suz
Justin Carr Kaw
Cory Bunse Kaw
Nate Williams Suz
125 BEG
Mike Miller Hon
Al Angulo Hon
Troy Kenzy Yam
Rick Rodriguez Hon
Wayne Ward Jr. Yam
125 JR
Jason Garcia Hon
Terry Biel Kaw
Patrick Winters Suz
VET BEG
Bob Mitchell Hon
Jim Breisen Suz
250 BEG
Daryl Coker Kaw
Kirk Dunn Hon
Dan Mendoza Hon

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

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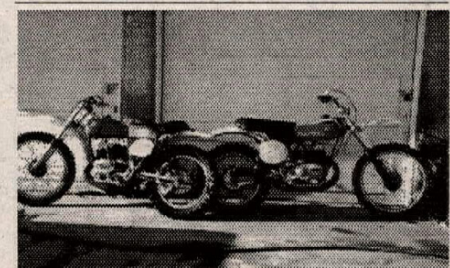
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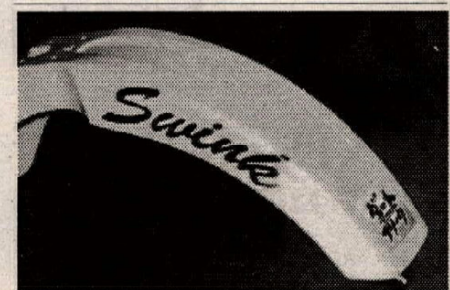
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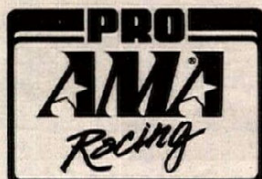


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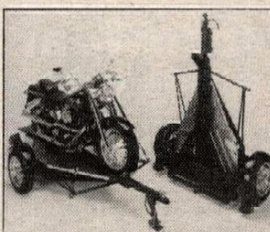
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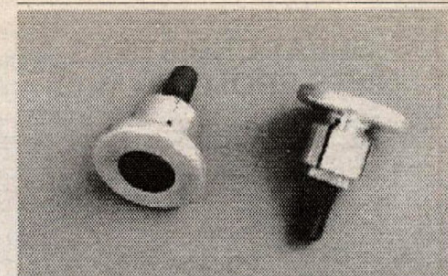
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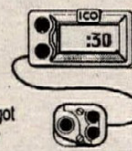
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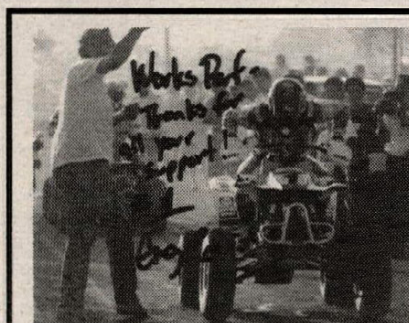
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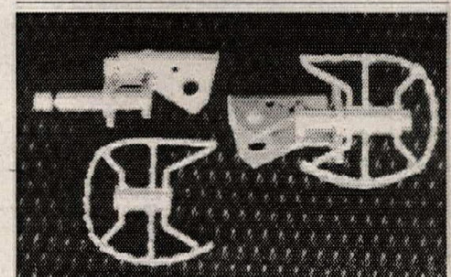
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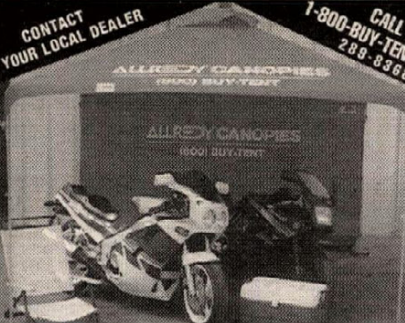
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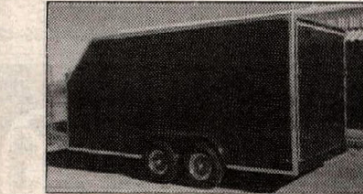
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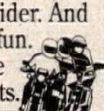
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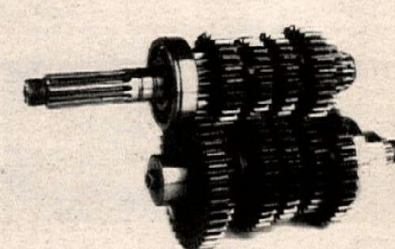
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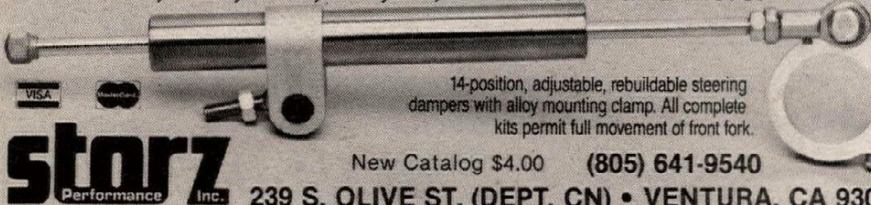
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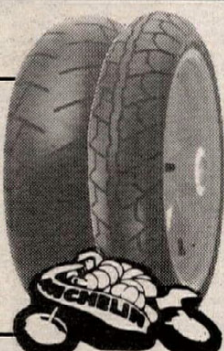
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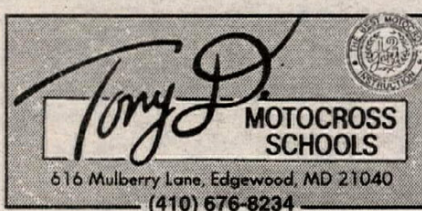
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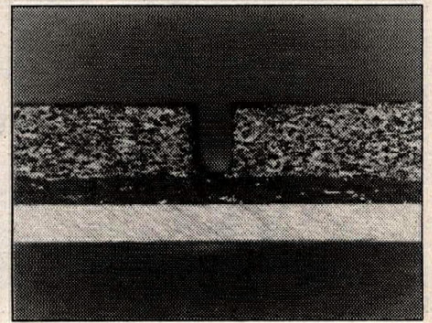
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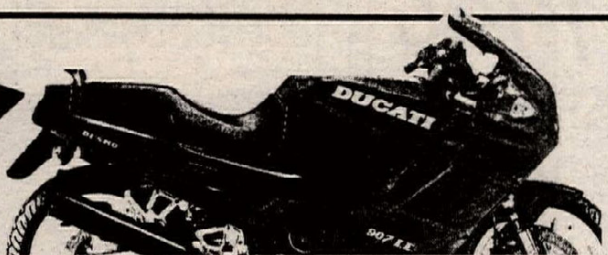
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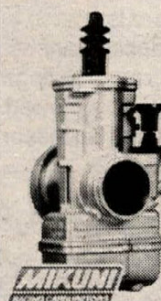
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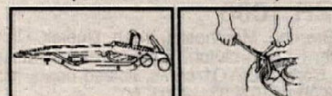
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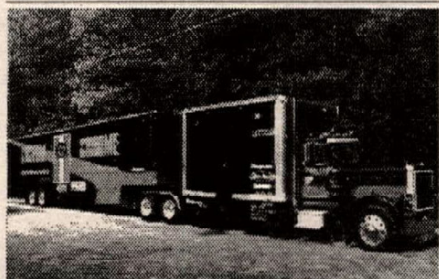
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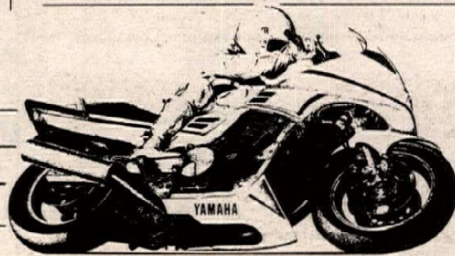
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